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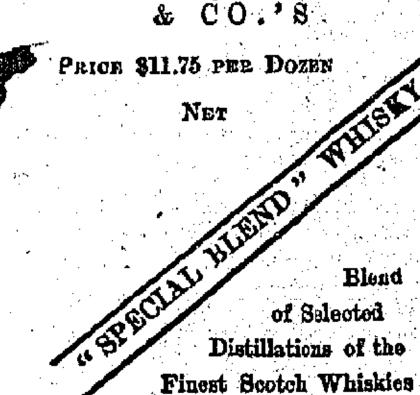
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TIME TABLE.

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	WEEK DAYS.
7.30 a.m. to	8.00 a.m Every 10 minutes.
8 00 s.m. to	8.80 a.m Every 15 minutes.
8.30 a.m. to	
9.30 a.m. to	11.00 a.m Every 15 minutes.
11.30 a.m. to	12.45 p.m Every 15 minutes.
12.25 p.m. to	1.15 p.m Every 10 minutes.
1.15 p.m. to	1.45 p.m Every 15 minutes.
- 1.45 p.m. to	2.15 p.m Every 10 minutes.
2.15 p.m. to	. 3.00 p.m Every 15 minutes.
9.30 p.m. to	5.00 p.m Every 15 minutes.
6.00 p.m. to	7.00 p.m Every 10 minutes.
7.00 p.m. to	8.00 p.m Every 15 minutes.

5 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour. BUNDAYS.

8.00 a.m. to 8.80 a.m Every 15 minutes.
8.80 a.m. to 0.30 a.m Every 30 minutes.
8.30 a.m. to 10.30 a.m Every 15 minutes.
10.80 a.m. to 11.00 a.m Every 10 minutes.
12.00 Noon to 1.00 p.m Every 10 minutes.
1.00 p to 5.00 p.m Every 15 minutes.
5.00 p.m. to 6.00 p.m Every 10 minutes
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N consequence of the death of the L.o. prieter, and to close Executors a countr. the PIANT, STOCK, BOOK DEBTS and GOODWILL of one of the best and oldest DAILY NEWSPAPERS in Japan. The whole to be sold as a going concern.

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SUPERB OLD COGNAC, \$25 PER DOZ. Distinguished by Four Stars on the label.

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ANOTHER FINE COGNAC, \$18.50 per doz. Less old than the above.

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guished Patronage of H. E. S. HENRY BLAKE, G.C.M.G., and Lady BLAKE. The French Sisters have the honour to or jounce that their ANNUAL BAZAAR will be held at the CITY HALL, on FRIDAY, "10 12th instant, at 2 o'clock in the Affernoon.

They request the presence of the Pab'ic in order to inspect the different Nee''s and Fracy Work made by their Poor Orphans. Hongkong, 8th December, 1902. JUST PUBLISHED-2ND (REVISED),

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THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

of the colony as it is at present. . . Altogether,

this is a book to rend."-" BANGROK TIMES."

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THE MANAGER.

Hongkong, 4th October, 1902.

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Board and Residence :--By the day...... From \$5 to \$7.00 " month , \$85 to \$110.00 " for Married Couple...\$160.00 Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thurston Match Table). Most perfect culinary arrangements.
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Canton, 1st October, 1901

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BEST BLEND in the FAR EAST. Par Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:-

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BLEND, a fine 'SODA' Whisky of great age ... 12.00

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THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and ad dresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have

a ready appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Liebers

> P.O. Box, 33. Telephone No. 12 DEATH.

-On the 2nd December, FREDERICK TAYLOR Licensed Pilot, Shanghai, aged 61 years.

HONGKONG OFFICE: 14. DES VŒUX ROAD C LONDON OFFICE: 131, FLEET'STREET, E.C.

Hongkong, 9th December, 1902.

A volume of papers and reports upon bubonic plague has recently been issued at home by the Medical Department of the Local Government Board. The progress of the disease during the years 1898-1901 and the measures taken against it is different parts of the world are described the bulk of the report being the work of Dr. BRUCE Low, while the introduction is witten by the Medical Officer of the Board, Mr. W. H. Power, F.R.S. Certain parts of the report are devoted to the consideration of the question of the connection between human and rat-plague, a subject which is of great interest out here. The in most parts of the Far East, is in favour of an intimate connection, and indeed of the great influence of rats in the diffusion of sphere. the disease. But, on the whole, Dr. Bruce Low does not seem to find the case ugainst the rat as strong as has been supposed. The documents which he has had the opportunity of consulting, while supporting will be increased from \$2.50 a month to \$3 at the theory of reciprocal infection between men and rats, are not conclusive against the rat as the introducer of the disease. From an abstract of the Local Government Board publication (for the full report has not reached us) it seems to be held that, as far as plague on shore is concerned, in some localities man and the rat suffered from plague coincidently; in other localities man suffered before the rat; and in others again the rat suffered antecedently to man. Moreover, when in a particular district, either man or the rat has suffered sutceedently to the other, the interval between the invasion of the first and of the second variety of the disease has often been a long

one, extending over weeks or months. Finally, it would appear, from the evidence before Dr. Low, that bubonic plague may prevail largely among men without rats becoming conspicuously affected; and conversely, that the disease may cause large mortality among the rats of a locality while failing to attack its human inhabitants. It would be interesting to know whether the minstaking observers of the Hongkong epidemics are inclined to accept these conclusions. From a general survey 73,046,423 yea. of the local plague reports we should be inclined to judge the connection between human and rat-plague to be much closer than stated above and to assign to the rat | yard. a larger share of the guilt than is there assigned to it. In any case, as Mr. Power says, it would be unwise to relax precautions against rat-born plague until we have opportunities for fully mastering the facts.

There will be a Rugby practice game the afternoon at 4 p.m.

The only cases of communicable disease notified in the Colony last week were 3 enteric fever (2 Chinese, 1 Japanese, all in Victoria), of which one was fatal.

Owing to the claims on our space to-day we are obliged to hold over two important letters on the "Rider-Main and Water Supply question, and also a letter signed "A Dissatisfied Shareholder."

The visitors to the City Hall Library and Museum for the week ending 7th December were 205 non-Chinese and 89 Chinese to the Pronounced by Connoisseurs to be the former, and 92 non-Chinese and 2,176 Chinese to the latter institution.

> Mr. R. J. Bennington, the popular chief officer of the T.K.K.S. America Maru (which left Hongkong on her return vagage last Saturday), died at Yokohama on the 24th ult. He was a little over 40 years of age and had been unwell since an attack of influenza some months ago.

> A couple of young men who share apartments in Connaught House Hotel discovered yesterday that a thief had been busy in their absence clothing and valuables to the extent of nearly \$200 are reported missing. It is suspected that one of the many beachcombers infesting the Colony was the perpetrater of the theft.

The remains of the late Viceroy Tao M: duly arrived at Shanghai from Canton on the lst inst. The coffin was then transferred from the Heinfung to a large native houseboat which was towed by a launch to Sinshui, Kashing Prefecture, which is the birthplace of the deceased Viceroy. Before the houseboat left its anchorage in the Socchow Creek, the civi and military officials of Shanghai went on board and poured libations to the coffin.

entire foreign force engaged in the Canton-Hankow railway has left Shameen. Railway work has been pushed ahead so well that the scene of present operations to make daily travel to and fre convenient. On this account the force has taken up quarters at Fati, Capt. Rich alone remaining at Shameen to supervise the transit of supplies and materials which come up the river for railway purposes.

-At the Police Court, Shanghai, on the 3rd inst a case was heard in which James Raddigan, assistant manager of the Ewo cotton mill, was charged with threatening to shoot one Malcolm Maitland Morton with a revolver in Seward Road at 12.15 p.m. that day: also with being in possession of a loaded revolver contrary to Municipal Regulations. Evidence having been led, his Worship fined the accused 85 and ordered both parties to enter into their own recognisances for \$100 to keep the peace for one month.

that the substantive appointment will be conferred on Mr. Lay in due course. We beg to 171 to 8 miles speed during a six hours' trial and | were in a deplorable condition from cold, expooffer him our sincere congratulations and to 85 to 9 miles during a two hours' trip. Though sure and want of food and water. There was a hope that this may be a step towards higher | the weather was rather unfavourable for a speed | very high sea running at the time the boats and well-merited promotion. It seems a pity trial, as the boat had to meet a strong head that the services of such an accomplished Japanese scholar should be lost to Japan, but | the average speed, for six hours amounted to | As the result of clever manœuvring of his ship, as the Chemulpo consulate has been placed on nearly 82 miles, more than one mile above the however, the commander was successful in opinion of the local medical authorities, as the Japan establishment, Mr. Lay may subsequently be appointed to one of the important hours, the best ran more than 9 miles an hour. consulates in this country, unless in the meanwhile he is transferred to a still more responsible

> From a notice which appears in another column it will be seen that on and after the lat prox., the price of the Hongkong Daily Press month. This has been found necessary owing to the fall in exchange, and we may point out that since the paper was started in 1857 the price has remained unaltered. The first number appeared on Thursday, 1st October, 1857, and consisted of a four-page paper, the size of the page being 10 inches by 16 inches, and the price \$2.50 per month. It is sad to realise the difference, however, in the value of the dellar, for under the head of "Exchange and Bullion Market. Hongkong, 12th October, 1857" we quote the following :- "On Hongkong at air months' the Sherwood Foresters. Accompanied by an off the Humber gallantly jumped into the water sight 5/. On Bombay, the market opened at escort of Sikh police under Bergeant W. G. and managed with much difficulty to keep the 231, and closed at 225. On Calcutta the open- Gerrard, the Admiral visited H.E. the Governor unfortunateman from sinking until an European ing rate was 223, closing at 219"! Comparing at Government House, H.E. General Gascoigne constable threw in a life-buoy with lines and the sizes of the papers and the respective value at Headquarter House, and also called at the dragged them both ashore. he Zafiro man deciding upon a small monthly increase.

The formal opening of the Imperial Diet by the Emperor of Japan takes place to-day.

The railway journey between Tokyo and Nagasaki has just been shortened by five bours.

President Rrossvelt has signed a contract for submarine telegraph cable from California to China, via Guam.

age, in Japan to date, is 293,079,200 yen, of which the sum remaining in the country is only

An old Kobe resident proposes to sail to San Francisco, with one Japanese sailor, in a boat 27 by 9 feet now being built at the Kawasaki dock-

Mr. R. Clark, well-known as the "shore gunner" of the P. & O. at Kobe, died there after forty years' service in the Company on the 27th ult., aged 62,

Since the Imperial Edict permitting intermarriage between Manchus and Chinese, several marriages have taken place between Manchus and Chinese women, but so far no marriage of note has occurred between Chinese men and Manchu women.

The negotiations respecting the less of the Kowshing in 1834 (when she was sunk by Japanese cruiser whilst transporting Chinese Boulangist deputy. Thereupon a violent scene troops to Corea), have not resulted in a settle ment with the Chinese Government. The matter will therefore come before the United States Ambassador in London, who was appoint ed arbitrator.

The Osaka Mainichi publishes the following telegram from Shanghai, dated November 24th. -An important agreement has been signed between the Imperial Chinese Telegraph Bureau and the Great Northern and Great Eastern Telegraph Companies. By this agreement the Taku-Kiachta line will be maintained as here tofore, and a submarine cable will be laid between Taku and Ehanghai in combination with the Pacific Cable Company.

districts. Samples of these things will be sent, children in particular determined.

The Shanghai Mercury, commenting on the pondent of the Shanghai Times says:-The Shanghai. Room for a rather large body of him on the boat. the German soldiers has already been secured character only.

The following items are from the Foochow Echo of the 29th ult:-Dandy Dick was to be played at the local theatre on the 6th December. -Mr. Macvicar's prize at the Foochow Gun Club was shot for on the 26th ult., and won by Mr. Siemssen, who showed some very good form .-- At a lawn tennis meeting the prize winners were-Men's Doubles: Mr. Schlee and the Rev. J. Simester. Mixed Doubles: Mr. and Mrs. Schlee.--With reference to the appointment of Mr. A. The Fuh Sing, the new steam tender built by the | day last when in Lat. 27.54 N., Long. 121.55 E., H. Lay as Acting British Consul at Chemulpo, Foochow Arsenal for the C.I.M. Customs, was he picked up the crews of four fishing-boats the Japan Mail says:-There can be little doubt officially tried on the 24th, with perfect success. According to the contract, the boat was to give a The crews numbered 16 men all told. They the evidence. That being so, they wind and sea during a great part of her trip. I their removal to the steamer still more difficult. minimum contract speed, and during the two

THE REGATTA.

The preliminary race to decide which of two crews is to represent England in the Inernstional race at the Regatta next Thursday, was decided on Saturday afternoon, when the four composed of Messrs. Bingay, Messer Edwards, Barlow, and Powell-Grant (cox) defeated Mr Hance's crew with ridiculous ease the verdict being 12 lengths.

GERMAN ADMIRAL IN HONGKONG.

The German Admiral, who arrived on Saturday on the flagship Fürst Bismarck from the North, came on shore yesterday forenoon and board about noon.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 6th December.

COMING ROYAL VISIT TO IRELAND Earl Dudley, Lord Lieutenant of Ireland, The total amount of gold coined, less recoin. has informed the Lord Mayor of Dublin that Their Majesties King Edward and Quee Alexandra will visit Ireland early in 1903.

> MR. CHAMBERLAIN IN EGYPT. Mr. Chamberlain yesterday visited the Cairo

MR. JOHN BARRETT AS U.S. MINISTER TO JAPAN.

It is stated at Washington that Mr. John Barrett, S. Louis Exposition Commissioner for Asia, will be appointed United States Minister at Tokyo.

SCENE IN THE FRENCH CHAMBER. In the French Chamber to-day, the Minister

of Justice replying to the Nationalist allegations of Government complicity in the Humbert case, recalled the fact that Frederic Humbert was a took place. Radicals and Nationalists leaving their seats and becoming engaged in a general mélée. The sitting was twice suspended.

THE MURDER OF MR. EVANS,

ASSASSINS CAPTURED.

We have received from a reliable source the welcome news that the Chinese pirates wh recently attacked a boat near the Bogue Forts and mortally wounded Mr. Evans, have been captured by the local authorities and sent to Canton for trial.

It appears that Mr. James Scott, the energetic British Consul-General at Canton, A Reporter on Economic Products is, under lafter strong representations, induced the the direction of the Government of India. Vicercy to offer a reward of \$1,000 for giving engaged in making a thorough enquiry into information which would lead to the arrest of famine foods used in India. The Government | the pirates. The locality of the attack was of India remarks that the enquiry should be placarded with the offers of reward, and pushed on while the memory of the past two boat a woman seeing one went to the famines is fresh in the minds of those who military authorities and gave information. laboured during them, and arrangements have | She conducted the soldiers to a place near been made to supply information as to what Ho-kwai, in the Tungkong district, and plants, fruits and seeds were eaten in different pointed out several boatmen and four field labourers as having committed the deed. not only for identification, but in order that These were arrested and in their possession they may be chemically examined and their were found a pair of marine glasses and a pair nutrient value on the health of women and of trousers, which Mrs. Evans identified as her late husband's property, and also a quantity of foreign rice.

The men arrested were sent to Canton, and Ostasiatische Lloyd's Berlin telegram of the one of them has confessed to having shot Mr. 2nd inst, in which (formany's intention not to Evans because he fired at them first. They evacuate Shanghai before February is denied, left Mr. Evans for dead, and there was a says:-This Berlin report is corroborated by movement to throw him overboard to ensure Writing on the 26th ult., the Canton correst facts of which we have got knowledge in his death, but the majority decided to leave

on the German mail Bayern, scheduled to leave ordered to pay \$12,000 of the indemnity-to-Shanghai on the 20th of December. It is Mrs. Evans, but he is said to have hauded that foreign settlement is too far distant from the intended to let the rest follow in the German responsibility over to his chief officer, saying mail steamers König Albert and Princess Irene | that he could easily cover it in twelve months according to the space available. We learn that by the money taken from gamblers. Two local the reason why, so far, no definite official notice | mandarins will have to pay \$4,000 each. It is to has been given by the three commanders with be hoped that the woman who gave the informaregard to the evacuation, is due to the instruction will receive the reward of \$1,000, as it will tions received by them not being quite identical, tend to promote the security of foreigners in They were therefore forced to continuously the interior if such informants are actually make inquiries at home and ask for further paid the promised rewards. The natives in instructions, which, however, are of a formal the district are said to be very pleased that the men have been arrested.

FISHING-BOATS BLOWN OUT TO SEA.

SIKTEEN MEN PICKED UP. Captain W. McArthur of the British s. Empire, which arrived here yesterday from Japan with a general cargo consigned to Messrs. Gibb, Livingston & Co., reported that on Saturwhich had been blown out to sea by the gale were approached, and darkness coming on made getting the unfortunate men on board without mishap. The boats were afterwards cast adrift. In the heavy weather the Empire proved herself to be an excellent sea boat. Having left Moji on the 4th inst., she experienced strong N.N.W. and S.E. winds until midnight on the 5th; then a strong N.W. gale until 4 p.m. on the following day; and afterwards, until arrival in Hong kong, strong N.N.E. wind. The Empire made the passage in the smart time of 3 days, 17 hours, 48 minutes. She belongs to the E. and A. Company and is on her maiden voyage. Captain McArthur, the commander, was previously in command of the a.s. Guthrie.

PLUCKY RESCUE.

On Sunday night a member of the ship's commade several formal calls. He landed at Blake | pany of the s.s. Zafiro fell into the Harbour in the Pier and was received by a guard of honour of neighbourhood of Murray Pier. A blue jacket right yesterday.

-- ENQUIRY INTO COLLAPSES OF BUILDINGS.

SECOND STREET CUNTRACTORS COMMITTED

FOR TRIAL. Yesterday afternoon, before Mr. F. A the fatal house collapse at Nos. 10 and 12, Second Street, on the 2nd August last, when four Chinese met their deaths. Mr. F. B. L. of the Government.

The jury of three was made up as follows :-Messrs. C. W. Richards, C. P. Pintos, and J. H. Oxberry.

Frederick George, Acting Director of the Observatory, was called to prove the nature of ing to the returns made at the Observatory. In answer to Mr. Bowley, he said the average velocity of the wind between 5 and 6 p.m. on 2nd August was 43 miles an hour, and between 5.30 typhoon force; it was what witness would call There were no typhoen gusts between 5 p.m. of the wind was north-west by west.

employment as a Government foreman of roads, he had had no experience of building work. to the alteration and reconstruction of the ten houses in Second and Third Streets, he personally was unacquainted with such work, but his partner, In Cheong, knew about it. In Cheong bought the materials, or at least most of them; witness bought very little. In Cheong also did most of the supervising, although witness inspected the work sometimes. He did not examine the bricks and mortar that were used, for he did he was acquainted with was road material. When witness and lu Cheong started contractors, the latter had no capital, but witness had \$100.

Percy Thomas Crisp, inspector of buildings, P.W.D. said he never at any time inspected the additions and alterations to the houses

Second Street, including No 10. Henry Ernest Yorke Haggard, assistant engineer, P.W.D., was recalled and said he visited Second Street on the day after the collapse. He examined the bricks, and found them to be blue, of fair quality. They were very inferior bricks though of fair quality for the blue bricks used here. The Hongkong blue brick was not a good brick. The mortar appeared to be fair, considering that the work was old, but the bonding did not appear to e good. The wall was not sufficiently strong to stand the extra story, and witness would not have allowed it to be erected. As far as dimensions went, the work appeared to have been carried out in accordance with the plans, but the new work had not been substantially built and properly bonded. Bonding out here was never good under any circumstances, and Chinese bricklayers were not competent to build proper wall without supervision. Witness did not agree with the theory that the wind got in at the back of the house and blew the wall out, as, from the direction in which it was blowing, the wind would strike the front corner

Alfred George Dymond, acting inspector of police, recalled, said that the whole time he and those with him were working at the debris the wind did not blow against the back of the house: the building was not exposed at

Frederick Thomas Baives Hewitt, building surveyor attached to the Royal Engineers, said that on 28th August he made a careful examination of the houses at 10 and 12, Second Street, and again on 3rd September. From what he saw, he judged that the brickwork was not particularly good and not particularly bad. The bricks were blue bricks, the mortar was poor, and the whole was badly together: the bonding was bad, especially at the corners. As to the situation of it was very much protected at the back and witness did not accept the theory that the wind got in at the back and blew the wall out. Had such a wall been properly built it would have been sufficiently strong to stand average weather.

This concluded the examination of witnesses

and Mr. Bowley summed up. Quoting the price that had been agreed upon between the owners and the two contractors for the work in connection with the ten houses in Second and Third Street, \$8,100, he said the sum spent on No. 10 must have been very small indeed. From the evidence it would be seen that the two contractors exercised no supervision at all over the work, and each had been extremely anxious to exonerate himself and lay the blame on the other. The jury had heard Mr. Tooker's theory that the wind got in at the back of the house and blew the wall out, but that thepry, Mr. Bowley submitted, was entirely opposed to to fall back on the theory that the wal was badly built, in support of which evidence had been given. The contractors, concluded Mr. Bowley, were guilty of gross negligence, and their negligence was the cause of the accident and the cause of the deaths of the deceased.

Having charged the jury, his Worship laid down for their consideration the following three questions-(1) What was the cause of the deaths of the deceased herein? Were the deaths of the deceased the result criminal negligence? (3) If so, what persone are guilty of such criminal negligence?

The jury, after an absence from Court, foundthat the deaths of the deceased were caused by the collapse of Nos. 10 and 12, Second Street. that their deaths were the result of criminal negligence, and that the two contractors, Tam Kit and In Cheong, were guilty of such crimical negligence. The following rider was added - "We are of opinion that the sconer the Public Works Department is placed in a position to attend to the construction and alteration of buildings, the better will life be protected against the results of work done by unscruptious, careless, or ignorant contractors." Tam Kit and In Cheong were committed for

ANOTHER HOUSE COLLAPSE.

Yesterday afternoon about three o'clock building collapse occurred at Nos. 434 and 436, Des Vœux Road West. The houses are used as godówns. Two men who were struck by the falling débrie were rescued and sent to the Government Civil Hospital. No others are 12th inst. of the \$2.50 then and now, we feel justified in German Consulate, Glenealy. He returned on was taken to hospital; he was reported to be all | believed to have been in the building when the collapse took place.

"PYGMALION AND GALATEA."

The plot of Mr. Gilbert's comedy is delightfully fancial. Pygmalion, an eminent young sculptor of Athens, breates a masterpieco in statuary—a female figure which he calls Galaten. Cynisca. Hazelandanda common jury, the official enquiry | his wife, leaves home for a few days and charges was concluded into the circumstances attending him to love only his statue until her return. Enamoured of his own work, he rhapsodiess before his beautiful creation and entreuts the gods to crown his work by imparting life to the Bowley, Crown Solicitor, appeared on behalf | marble Galatea. The gods grant his prayer and Galaten steps down from her pedestal. This sudden coming to life of the statue entails no less surprises for her than embarrassments for Pygmalion. With all the wonderment of which one in her peculiar position might be expected to be possessed, Galatea plies Pygmathe weather on the day of the collapse, accord- lion with questions as to who and where she is and displays equal interest in his identity. These interrogations answered, Galatea unhesitatingly affirms that the gods have sent her to him, but Pygmalion ventures to dissent from and 6.30 p.m., 49 miles an hour. That was not | this decree of the gods, and points out to his companion that he already has a wife. a fresh gale. I he minimum velocity that could This, of course, is unintelligible to Galutea, be called typhoon force was 80 miles an hour, and even the explanations of Pygmalion full to carry enlightenment. In the next act and 6.30 p.m. on 2nd August, and the direction | Lysippus, a warrior, enters carrying a fewn which he has killed, and which the unsophisti-Tam Kit Kee, the second of the contractors, | cated Gulaten thinks to be a woman. Galatea said that until two years ago, when he left his early and innocently begins to saw the seed of discord in the circle in which she finds herself. She tells Lysippus's fiancée, Myrene, of the atrocity she supposes he has committed, and the course of true love ceases to run so smoothly as formerly for the lovers, whose estrangement is only one of the many amusing complications in the play. These are increased by the appearance of Chrysos and his wife Daphne, who, pretending to a fondness for art, and having heard so much in praise of the not understand such things; the only material statue created by Pygmalion, comes to buy A Chrysos is so much enamoured of Galatoa that in his wife's absence he makes amorous advances to the object of his regard. Daphne surprises him in his léte-i-tête, however, and expresses in wifely terms her strong disapprobation of his conduct, an example thate is followed with dramatic results by the wife of Pygmalion, who, returning and becoming aware of the nature of events, calls down a curse upon her husband. Ever willing to oblige, the gods take from the sculptor his sight, depriving him thus of the power to see and admire. In the concluding act everything is cleared up, difficult situations explained, and the complications into which everyone has been drawn cleared away. Forgiveness follows, Pygmalion's lost sight is restored, and when the curtain is rung down Galatea, robed and postured, is once more a statue. She gladly returns to the marble state, with the parting reflection that she is not fit to live in this strange world. An excellent comedy, Pygmalion and Galatca

had a fine recommendation to the andience in its presentment last night by the Janet Waldorf Company. Miss Janet Walderf assumed the rôle of Galatea, and claimed admiration by her clever depiction of the eccentricities of the living statue. So, too, did Mr. Norval McGregor. whose acting in the character of the ardent Pugmation was in every way masterly. As Chrysos, Mr. Wilson Forbes had an important part to enact, and his contribution to the success of the whole play was as pronounced as appreciated. Miss Mildred Yorke male a good appearance as Cynisca, and for the mest. Mr. Jean de Lacey (Lysippus), Mrs. A. Dow-Currier (Chrysos's Wife), Miss Amy Stanley (Myrene, the sister of Pyginalion), Mr. Ernest Macken, and Mr. William Fitchett (slaves to Chrysos and Pygmation) proved generally capable exponents of the characters they were allotted. The comedy will be repeated to-night. To morrow Sherlock Holmes will be staged.

This a play that should be well received here. for its success at home and elsewhere is still remembered, and the Colony is fortunate in being afforded an apportunity of witnessing dramatisation of Conan Doyle's famous detective stories.

THE JAPANESE NAVY.

The Japanese Navy has now 6 first class and second class battleships; 6 first class, 9 second class, and 5 third class cruisers; 10 coast defence ships; 2 first class and 14 second class gunboats; 4 despatch boats; 1 torpedo tender; 15 torpedo destroyers; 13 first class, 36 second class, and 28 third class torpedo boats; with an aggregate displacement of 257,832 tons.

Berides the above, there are 16 vessels at present being built at home 2 third class cruisers (each of 2,800 tons), 4 torpedo destroyers (each 360 tons) and 2 torpedo boats, at Yokosuka; I third class cruiser (2,800 tons) and 3 torpedo boats of 152 tons each, at Kuro; and 2 torpedo boats of 152 tone each and two others of 89 tons each, at the Kawasaki dockyard at

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer Kiautechou left Shanghai on the 6th inst., at 11 p.ma and may be expected here to-day, at 6 a.m.

The Imperial German mail steamer Konig Albert, carrying the German mails with dates from Berlin of the 11th ult., left Singapore on the 6th inst. at 2 p.m., and may be expected here on the 11th inst., at 6 a.m. The O. & O. steamer Gaelie, with mails, &c.,

from San Francisco to the 15th ult, via Honolulu, left Yokohama for this port yesterday morning, via Inland Ses. &c. The C.P. K. steamer Tartar arrived at Shanghai at 4 a.m. on the 6th inst., and left again at

3 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m., to-merrow. The steamer Sandakan left Sandakan via Manile, on the 4th inst., p.m., for this port. The C.M. steamer Copack left Singapore? on the 6th inst., and is expected here on the

The O.S.S. steamer Tydeus left Singapore on the 8th inst., and is expected here on the

HONGKONG AND WHAMPOA DOCK CO., LD.

THE NEW DOCK SCHEME.

A meeting of the shareholders in the Hong kong and Whampon Dock Co., Ld., was held yesterday foreneon in the City Hall to consider the proposal of the directors for the construction of a new large dock at Hunghom. Mr. D. E. Brown, chairman, presided, and there were also present Messrs. N. A. Siebs, Hon. C. W. Dickson, J. H. Lewis, G. H. Modhurst, C. Michelan, E. Gootz. W. B. Dixon, Chief Manager. (Directors), G. A. Caldwell (Acting Secretary), C. Ahmed, G. C. Anderson, A. F. Arculli, A. K. E. Arculli, O. E. Arculli, M. E. Asger, G. Balloch, G. M. Bain, B. J. Barlow, A. Becker, R. Becker, J. W. Holles, H. F. Carmichael, G: de Champeaux, Chan Kwan Hung, Chan Tak Shuog, Chan Tsz Ching, Chan Shek Ku, Chau Siu Ki, Chui Siu Nam, W. A. C. Cruickshank, W. Danby, E. I. Ellis, I. E. Ellis, H. M. S. H. Esmail, Nucl Geo. Evans, J. S. Tong, J. L. Houston, John A. Jupp, W. M. Li Oi Ting, Li Sui Sang, Li Yik Sun, Ling Chu Sun, Lo Cheung Ip, Lo Cheung Shin. Lum Muisang, F. Muitland, Donald Mac-Meyer. J. R. Michael, M. Michael, M. H. Michael. S. H. Michael. S. J. Michael. Mitchell, R. H. B. Mitchell, E. J. Moses, S. E. Moses, A. R. Marty, H. M. H. Nomazee, W. Parlane, G. W. C. Pemberton, J. C. Peter, Pun Chee Ting, H. E. Pollock (K.C.), W. H. Purcell, W. E. Pucher, E. H. Ray, A. J. Raymond. T. H. Reid, J. C. dos Remedios, Dr. Alexander Rennie, C. W. Richards, A. Ritchie, A. Rodger, C. H. Rogge, E. W. Rutter, M. S. Sassoon, M. da Silva, A. H. Skelton, M. W. Slade, E. A. A. G. Stokes, A. M. L. Soares, C. H. Thomp-R. Unsworth, W. M. Watson, W. H. Wickham, W. G. Winterburn, P. Witkewski.

King Him, Wong Lai Yuon, Wong Loung Him, Wong Man Hon, Wong Quwan Pak, Wong Tso, Wong U Tin, H. C. Wilcox, and The notice calling the meeting having been The CHAIRMAN said-Gentlemen, we have met to-day to discuss and decide upon the question of our acceptance or refusal of the Government's of our docking facilities at Kowloon on the cies. Taking these additions into account, their only be the largest in the world, but they will that a sum of \$5,296.15 will also have to come terms set forth in our circulars of September showing the result of our negotiations with the the new works in their entirety. It may fairly difficult to understand how the directors can say that he was thoroughly trusted by your Government have been sent to all shareholders. I do not propose taking up your time to-day by repeating what is therein set forth, as you have no doubt fully considered same. The views of your directors and what we have been able to accomplish are stated therein, and while it may be thought that conditions have changed materially since the project originated several years ago, and that the delay which your directors are not responsible for may make it seem more difficult for us to tinance the scheme now with the same outlook for a return than it did then, the conditions have really not changed in any way. unless in accentuating the necessity for a large then influenced us in advocating an extension of | doubly valuable to this Company, adjoining as | whatever, think of proposing to build a dock to | We have engaged Mr. S. A. Seth as secretary, our docking facilities. The wisdom of decision then in extending our premises so as to cope with the demands on us is demonstrated by what we have since accomplished in the gradual installation of modern for obsolete machinery, constructing new and larger shops. &c., and I have no hesitation in predicting that a continuance of that policy will bring us results that we will never regret. You will proceedings the question for us to consider is expansion of the shipping trade of Hongkong, our dock, can be towed into Butterfield & arrive here early next year. Your directors the wisdom or otherwise of accepting the conditions set forth for the construction of apparent to others that a site affording for the suipowner to give our dock the pre- dividend has had to be reduced owing to Mr. our proposed dock rather than discuss beyond what is stated in our circulars the nature and details of the proposed dock. It may be well perhaps to draw your attention to the Government's modified terms as set forth in our circular of 3rd instant, extending the time for the payment of the land to two years and giving us eight years in which to complete the dock. Under these conditions (as we have it on expert authority that the dock can be completed in from three to three and a half years) we need not necessarily commence construction for between four and five years from this date and need only consider until then the financing of the purchase price of the land, and that spreads over two years. As to what changes will take place in the next five years in the way of a natural growth of the shipping trade in the East, I need only draw your attention to the expansion of the last five years; and I am not atraid of prediction that in the next five years we will see not only as large but a larger increase of tonnage and much larger ships trading to the East that we should be able to dock. It may be claimed that we could accommodate this increase both in number and size of the ships by lengthening our present No. 1 Dock, but as has already been pointed out, of the six dry docks we pessess there is only one that will take a drawing over 20 feet, and that the cessity for another and larger dock is not so much the matter of greater length but greater breadth and depth, as has already been demonstrated to us-unless we wish to see the large warships going past us to Jupan to be docked. While the foregoing is serious, the most important point for us to provide for in the future is the uninterrupted docking throughout the we cannot at present guarantee, for the reason that should our No. 1 Dock be occupied by a ship needing extensiva repairs below water. we have at present no alternative dock to carry on with. This difficulty has already faced us several times and has no doubt aggravated-the. demand for opposition docks here and elsewhere that will menuce our position and revonue us long as we continue unable to meet the demands on us for work required. Now with regard to the necessity for the purchase of additional land for any necessary increase in our docking facilities, your directors on learning that alternative schemes for meeting the situation were suggested by variou shareholders, employed Messra. Houston & Kidd, Civil Engineers, at present constructing His Majesty's Naval Dock here, and experienced, as you may know, in the con- Wicking conjectured that No. 1 Dock had struction of modern docks and pier works, to only been occupied on an average for 20 days job. We have no need to compete for it. If survey and report on three proposed alternative sites for a new first class dock, viz., the first

of September 22nd, and I can do no better per- | 1 Dock, say 100 feet. haps than quote you their views (in which your | Captain G. C. Anderson-Mr. Chairman Board concurs), viz,:--

for existing requirements. Another objection | been put forward I for one fail to understand. to be pierced at its greatest height [by Chief | for the purpose of fancy schemes (appleuse), but

site is that on the foreshore and promontory | carried. (Applause) eastward of No. 1 Dock. The site is a some. Mr. J. R. MICHAEL-Mr. Chairman and Ezekiel, R. M. Ezekiel, E. Ezra, Fok Lan what expensive one, looked at merely from the gentlemen, the scheme of the proposed point of view of building a dock, owing new dock, only the bare cutline of which J. A. Fredericks, Fing Mak Heung. C. W. to the existence of the bill at the back, has been submitted to us for consideration Georg, E. Georg, E. J. Grist, A. R. Gubbay, A. part of which must be removed to carry out and decision, has no doubt had the very S. Gubbay, C. S. Gubbay, C. E. A. the scheme. At the same time it offers careful consideration of at least som Hance, David Haskell, John Hastings, E. A. many important and special advantages. It of the members of the board of directors, and Hewett, E. H. Hinds, Ho Fook, Ho Kom occupies the extremity of the Kowloon pro- we cannot for a moment conceive that they can montory with deep water and free access, be all unanimously in favour of it, so wild, so your own yard or for other profitable purposes. donald, T. P. Mudar W. F. McIntosh. H. A. A large section of the level ground in the existing yard has been formed by cutting down R. I the adjacent high cliffs, but at the cost of 15 to 20 times the value of natural level ground." Gentlemen, I will now deal with the estimated and interest) in our circular issued to shareholders dated 22nd September last. riz., \$1,809,000 was the result of a design and estimate prepared by the Com-C. S. Sharp, A. Sharp, A. W. Schellins, A. H. pany's staff, who displayed much ability in the execution of a task of a highly technical and Snewin, Gershom Stewart, Otto Struckmeyer, special nature. It was in view, however, of the great importance of the question that the directors resolved to obtain a report from Messrs. Houston and Kidd. After making the Wong Check Kee. Wong Kin Pak, Wong necessary investigations and surveys, these

> that extension of the Company's operations upon which its future success must depend. The opportunity now offers for acquiring this site. advocating that something that will be satisfactory to us all will be decided upon, and your Board h pes that some scheme may be devised among us, after discussion of the matter, with only the Company's best interests in view. that will enable us to take the advantage we now bave of meeting any opposition that may arise in future, not only here, but throughout the East. and with the other trading lines which terminate here, and that we will then be in a position in

which we are covered for the next 20 or 25 years; and when the day comes, centlemen. when we or our successors here, considering that the best interests of the Company may be served by a concentration of these ducks, if the Colony is going to increase in trade as much as we are led to believe, from experience gained in the past I think, gentlemen, one is not optimistic in predicting that possibly industries, fostered by cheap labour and a low exchange, may be induced to open in Hongkong. Furthermore, gentlemen, if the Board were authorised to dispose of some of our outlying properties, it would enable us to concentrate our efforts on our Kowloon property. Concentration is one of the great adjuncts to cheap work-cheap and profitable. a monopoly virtually of the trade for a last, and we must provide in the future for soon be reached, if it has not already been year of the ships of our regular customers which | cheap work. We have got to turn out our work more cheaply; we have to reduce our prices, to place ourselves in a position to do more work for less money, but with the same amount of profit to ourselves. Gentlemen. we can only do that by providing for the ultimate concentration of our efforts, and the object of my remarks to day is to impress upon you the importance of coming to an arrangement that will place us in a position to do that. Now. gentlemen, we shall be glad to hear any remarks

> (Applause.) Mr. H. E. POLLOCK, K.C.-Mr. Chairman. I should like to ask you a question which has been suggested to me by a letter which recently appeared in the China Mail above the signature of Mr. Wicking. In that letter Mr. in the month. I would like to know whether shareholders would take the trouble of going

from shareholders present on the subject.

that is correct or not? The CHAIRMAN-Are there any other were made for the last ten years and more. on the foreshore in front of the existing building slips at the west end of the Company's proremarks ? perty. The second site suggested being between

Mr. W. PARLANE-Mr. Chairman, I think | the boats are the less we make on them as Nos. 1 and 2 Docks. The third site being the it would be well if you would lay before this

one shown on the plan accompanying our circular | meeting the estimated cost of lengthening No.

and gentlemen, during the last 20 years Site No. 1 .- "It has the following disadvant- I hav been in very close touch with the ages. A dock of sufficient length would project Hongkong and Whumpon Dock, and have considerably into the bay, involving not only seen a great deal of what has been going on further negotiations with the Government but | there; and with reference to this proposal large reclamations to give access round the I have been trying to get at some reason dock, which would interfere materially with your | why we should pay such an exorbitant rate to existing and increasing new shipbuilding busi- the Government for the site which is now proness. The sea access is also not good, especially | pos-d while there is ground in existence at taking into consideration the large class of Kowleon already, the property of the Company, vessels which would naturally be appointed for where a dock could be made. (Applause.) The this new dock. We cannot recommend this site." policy of the Gov-rament of this Colony seems Site No. 2. (between Nos. 1 and 2 Docks) - to be one of those things which no one can "This must be rejected, as there is even now understand. Why we should pay such exorbitinguishient room for buildings and accessories and rates, saddled with such conditions, as have is that in order to get the required length for Of course shareholders have not put their the dock the hill at the back would be required money into the shares of the Dock Company Manager-and the work of excavating and to make an interest on their capital. Many of making the dock there would practically block | them are poor men who cannot afford to stand for five or six years out of their money, as will Site No. 3. Undoubtedly the only feasible in all probability be the case if this scheme is

Humpbreys, E. Howard, J. H. Jessen, E. S. Without doubt it is do-day the most valuable Utopian, so positively ridiculous are some of the steriliser from home, repairs and alterations to marine lot (that is for the purpose of a reasons set forth for the adoption of the scheme manager's house and new cans. Doubtless we Joseph, S. M. Querph, D. J. J. Leiris, Leung Lui Chiu, dock) in Hongkong. The cutting down of the in the circular issued to shareholders dated 22nd shall feel the benefit of this expenditure in the D. Law, Leung Tit Shan, Li Cheong Pung, hill will not only afford the site for the dock, September last. We shareholders wish to be future but if is a question whether or no we have but also provide a large additional area of land loyal to our directors, and we have a right to been extending on a little too large a scale for which can either be utilised for the extension of expect them as the custodians of our common our small capital. But for the loss of cattle property to be equally loyal to us, but there are through rinderpest our death-rate has been limits to this sense of loyalty, which would reach | small and at present our head is in splendid enapping point if a curb is not put to the health. I would mention that during the apparent proclivities of some of the directors | past three years the following increases have whose election many of us are now reductantly | taken place in cost of maintenance and cattle: compelled to view with many misgivings. Food stuffs, 60 per cent.; wages, 3) per cent.; cost of the scheme. The amount set forth as (Applause.) . The scheme as laid before us | coolie hire (cartage), 50 per cent.; cattl-, 65 per the cost of the new works (irrespective of land | might commend itself to suppliers of building | cent.; but for the much larger turnover the materials, or machinery, electrical or other- Company could not well have been run excent wise, but the more we study it the more it at a less and the question of a rise in the price. passes our understanding how it could be of milk is now under the consideration of your put before a commercial community like ours. | directors. There appears to be little chance of In the scheme before us we are informed that | the cost of maintenance and cattle even being the Company, on one occasion, asked the reduced to the normal prices of a few years ago, Admiralty to contribute £150,000 towards the | and it appears to your directors that we must construction of the proposed new dock when meet the increase by charging more for our milk. the cost was estimated at £175,000, and on I have the pleasure to inform you that all our another accasion ±120,000, when the cost was milk is now Pasteurised. Our manager tells Times. estimated at £150,000, taking the exchange | me that he is of opinion that the change has gentlemen have advised a length of 650 feet, | then roughly at \$10 to the £, and those | improved the flavour of the milk and besides but propose increasing the width and donth, proposals were made at a time when there was the process of Pasteurising will remove any and have provided for much larger area of level no idea of the Admiralty building a dock of chance, however small, of sickness from our milk. ground and a longer breakwater. They have their own, or of any opposition dock being I have now to touch with much regret on the also included an equipment of machinery of the | built, and when our Company had practically a | disappearance of our late secretary, Mr. R. P. highest class so as to enable the best results to | monopoly of the whole business. Now the | Moffit, who absconded early in October after be obtained in the working of the dock, situation is completely changed. The Admir-, embezzling the Company of a large sum of Certain general items of expenditure, such us alty are building their own docks, and a money. His defalcations to 31st July, 1902, the cost of administration, &c., have been added, powerful competition, Butterfield and Swire's, amounted to \$5,735.26 and this sum has been including a 10 per cent, margin for contingen- is coming into (xistence. Their dock will not | written off profit and loss account. I am sorry estimate is nearly \$2,900,000, which they assure also have slips to accommodate vessels of 5 to 6 out of next account making the large total of us will amply provide for the full completion of thousand tons. In the face of these facts, it is \$11,031.41 misappropriated funds. 1 can only however be considered that the provision for consent to drop their request for the grant of directors and that he has deceived them. levelling and reclaiming the entire area of the £150,000 or £120,000 which they asked even in Immediately I discovered his disappearance I site, as demanded by the Government under | the heyday of the Company when it was enjoy | swore an affidavit for his arrest but unforclause 9, need not be carried out until the exi ing a monopoly. We are astonished that the | tunately he had left Shanghai; he has however pansion of the Company's business renders it directors should for a moment entertain the been arrested in America and the Government necessary, and probably the Government would absurd conditions which the Government annex have taken up the case as a criminal offence consent to a reasonable modification of this to the sale of the land, or think of laying before and have applied to the United States condition, which, as it stands, seems unnecessari- the shareholders the scheme which we are now anthorities for his extradition. There is, I ly burdensome. In that case the estimated cost discussing. If when there was no opposition fear, no chance of getting any of the money of the works would be materially reduced with. staring the Co, in the face, as is now the case, back for he started to misappropriate the out impairing the utility of the proposed scheme. the directors did not feel justified in building a Company's cash eight mouths ago Should Having now laid before you to the best of my new dock, costing according to their own any shareholder desire further particulars ability the main outlines of the scheme, I estimate £175,000 to £150,000 unless the of his defalcations. I have them before venture to impress upon you the importance of Admiralty contributed £150,000 or £120,000 me and can either give them to the meeting or acquiring this most valuable piece of land, but how can they now, without any contribution | he can wait and inspect them after this meeting, it does the Company's existing Kowloon estab- cost double their former estimate? We are told in place of Mr. Moffitt. Your directors desire lishment and affording the only possible site for | that the site of our new dock will be more con- | to record that they have been very pleased with venient and that other things being equal that fact | Mr. James Walker, our manager, for the zeal may frequently turn the scale in our favour in our and attention he has shown to the Company's competition with the opposition dock. (Applause.) I interests. In view of the great increase in the and it is for you, gentlemen, to decide to-day as I don't think a more feeble argument has ever | business of the Company, we engaged at home a to whether we accept or reject the Govern- been put before the shareholders. The distance Mr. Allan Stevenson to act as sub-manager and ment's offer, which only remains open to us between the site of the proposed new dock and from the testimonials sent out we have every until the 15th instant. It seems only reason. Butterfield and Swire's is about two miles across | reason to believe that he is very well up in all able to suppose, in view of the inevitable the water. Any steamer that can be towed into dairy and farming matters. He is expected to that should this opportunity be missed, it will Swire's, perhaps at an extra cost of \$20. Will trust that the division of the profits will meet probably never recur, since it must become this paltry saving prove a sufficient inducement with your approval and are sorry that the as this does such a stretch of deep water ference? Of course, the board assumes that Moffltt's defalcations. The policy of writing frontage and other important advantages, must other things are equal-i.e., both docks offer to down our cattle and buildings and adding to be highly valuable for any commercial enterprise. do the job for exactly the same amount—say reserve is a sound one and it must not be over-(Henr, hear.) Now, gentlemen, that is the gist | \$50,000. If the shipowner can thus save \$20 | looked that our reserve is all in buildings, cattle, of what I have come prepared to say to you in by sending his boat to our dock, the directors and stock. Before moving the adoption of the think he will then certainly give us the pre- report and accounts I shall be glad to answer ference. At least he ought to, if he does'nt. any questions to the best of my ability. (Applause.) Equally feeble is the statement with regard to the approaches to the Cosmopolitan Dock, of which by the way, we have only now for the first time been informed. How many ships risk admission to this doc! drawing 20 feet? And what of its having to be reached round Stonecutters' Island? Most ships we are accustomed to would be full or nearly full of a deadweight cargo when drawing 20 feet, and what prudent owner would dream of docking his ship, with so much weight on board? In exceptional cases have we not other docks to accommodate such customers? Is it necessary to go to the expense of millions of dollars to meet such requirements and to save the trifling cost of towage round Stonecutters' (which is much mearer than to Aberdeen Dock). We are further asked to look forward chiefly to the growth of the trade with China. There are no special indications of such a growth. The volume of trade at present shows no signs of increase. Competition for the existing trade may increase, but it is safer to assume that there will be little or no expansion of trade for at all events some work-and while, gentlemen, we have enjoyed | years to come. The ships that do the carryingbusiness have been more numerous lately, but great many years, and have been able to since the amount of business is much the same, charge our own prices, to the annoyance of and each line is cutting into other competing some of our customers, that day is not going to | lines, the limit of this increase in ships will reached. And whatever this increase may be we have been much more than able to cope with it. In fact, notwithstanding this increase, we have had and are having some very depressing seasons of slack business. The directors tell us that we have only one dock capable of taking in ships of large beam, and supply us with the number of battle ships in the British Navy-26-as if they are

THE DAIRY FARM CO., LD. ANNUAL MEETING.

The sixth ordinary yearly meeting of shareholders in the above Company was held yesterday in the Company's depot, Wyndham Street. Mr. F. Maitland, chairman, presided, and there were also present Messes. E. H. Hinds (director), W. Hutton Potts, J. M. E. Machado, Ah Ying, S. A. Seth (secretary), and J. Walker (manager).

The notice calling the meeting having been

The CHAIRMAN said—Gentle i en, the report and accounts having been in your possession for some time. I will with your permis ion adoptthe usual course and take them as read. During the period under review we have had to battle against a rather bad attack of rinderpest, the worst since 1896, but we again got over it without very serious less to the Company, Still further precautions are now being taken to keep the dreaded disease from our farms. We have often thought that the pest was contracted through imported fodder, and as this is now cooked we hope it will have the effect of troving us from the disease. Our receipts have increased to a considerable extent but so have our expenses, and during the year ended 31st July last we spent more than we carned in building four fine, new cow-sheds and a dairy house at Pokfulum, including cost of a Pasteuriser and a

There being no questions, The CHAIRMAN formally moved the adoption of the report and accounts. Mr. Machado seconded, and the motion was

Mr. Mackado moved the re-election of Dr. Noble and Mr. Hinds as directors. Mr. An Yrng seconded, and the motion was

The CHAIRMAN proposed the election of Mr. W. Hutton Potts as auditor. Mr. Machano seconded, and the motion was

The CHAIRMAN-That concludes the basiness, gentlemen. Thank you for your at tendance. Dividend warrants will be ready

> POLICE COURT. Monday, 8th December.

BEFORE MR. J. H. KEMP. (ACTING Police Magistrate).

A CHARGE THAT FAILED. The adjourned hearing of a charge against Chan Kong Yu, brought by Mr. Crisp, inspector of buildings, of having allowed his premises, No. 104, Queen's Road Central, to have been structurally, altered without having previously submitted a proper plan to the hearing yesterday foremoon.

ground and the first floors and that the instructions given for the alterations to be done Admiralty dock being built for? And what are to be used for? As regards ships of Mercantile Marine our No. 1 Dock can accommodate the in proof of the Building Ordinance having been complied with. The exact alterations alleged were not stated in the charge and in consequence as each one was brought forward it had that case let Butterfield and Swire get the to be met with evidence by the defence, and

the case was thus unusually prelonged. His Worship decided in favour of the defendant, some of the alterations alleged not having been done on the premises occupied by him at all, and others being of such a trivial nature, as not, in his opinion, to come within the Ordinance.

CHRISTMAS & NEW YEAR CARD

ILLUSTRATED WITH VIEWS OF HONGKONG AND CHINA.

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KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

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WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORF,

QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

LATE TELEGRAMS.

NEWS YIA SHANGHAL. INCO-CHINA AND THE GOLD STANDARD.

London, 1st December. Siam's move toward the adoption of a gold standard has excited grave concern in France. It is probable that the Chamber and the Colonial Department will soon propose measures for of the Great Northern Telegraph staff in Indo-China to meet the change, as the only preventive of hopeless entanglement in the commercial relations of the two sections. Matin predicts the speedy adoption of the gold . standard in the French colony, saying that this course is inevitable and that it will be economic wisdom to adopt it at once, even at the risk of temporary business derangement.—Shanghai

SHIP PASSENGER POOL PROPOSED. London, 1st December.

Overtures have been made by the Ship Combine to companies outside the trust for pooling passenger traffic. According to the scheme business would be apportioned among the various lines as much as possible, and in any event receipts would be divided pro rata. The proposal has met with general disfavour, on the ground mainly that passengers; will choose their own lines of travel and that any attempt by managers to choose for them would be resented and fail.—S. Times.

ENGLISH CATCH FRENCH TRAFFIC. London, let December.

Coincident with the steamship strike at Marseilles a new line has begun service between that port and Manchester. Freight offerings have been so large that the new company has started several ships under charter to Manchester and other ports, and its capacity for passenger business is also taxed .- S. Times.

THE BORR GENERALS APPEAL. London, 2nd December.

The Boers Generals have published a list to show the English subscriptions to their fund. It amounts to £25,280, including £20,586 from Mr. Phipps, and three other subscriptions of £500 each -N.C. Daily News.

CABINET CRISIS IN GREECE. London, 2nd December. As a result of the rural elections, the Greek Cabinet has resigned.—N.-C. D. N.

MARTIAL LAW COMMISSION AT THE CAPE. London, 2nd Decomber. The report of Lord Alverstone's Martial Law

Commission shows that 794 cases were investigated; only a few sentances were confirmed, and the majority were greatly reduced. A number of prisoners was released.-N.-C. D. N

DANISH WEST INDIES. London, 2nd December.

Victory for the colonial party in Copenhagen, in the rejection of the treaty for the sale of the Danish West Indies to the United States, is shortlived. The steamship scheme by which St. Thomas was to be re-established as a port is rapidly cooling. Government end uragement and promised subscriptions by banking houses and patriotic merchants have not made available one-lifth the money needed to equip the line. With threatened collapse of the scheme the sale proposition finds increasing favour in Denmark. The promised revival of commerce in the islands must await definite political performance.—S.

IMPROVEMENTS ON THE CLYDE. London, 3rd December.

The Fairfield and the John Brown, Limited, Shipping Companies, invited to submit tenders for building the two 25-knot ships for the Cunard line, have represented to the Glasgow authorities that the work cannot be done there unless the Clyde is deepened and widened. It is announced that the authorities have decided to proceed at once with this improvement, as a means of saving the prestige of the ship-yards for modern work .- S. Times.

WEIHAIWEL.

MINING OPERATIONS. Ever since the British authorities took over

Weibniwei from the Japanese, gold-bearing deposits have been known to exist. Several local syndicates sent prospectors to locate claims, and various mining engineers with American and Australian experience reported most favourably on certain properties. Whilst the territory remained under military rule, Public Works Department, came on again for | mining if not actually discouraged was o rtainly not encouraged by the authorities, but in spite Mr. J. Hays appeared for the defendant, the of this several companies continued their gist of whose defence was that he had only the investigations, and at considerable expense and trouble acquired mining and prospecting rights over the most promising areas. Since Mr. to the house were not given by him but by the | Lockhart's appointment as Commissioner agents in this Colony of the Crown lessees. The | things have moved rapidly, and mining regulacase for the defence was supported by the | tions have now been drawn up based on those evidence of Messrs. Palmer and Turner, who in use in the British Colonies. During the past spoke to having received their instructions as two years of forced inactivity a number of prehitects from the agents of the Crown lessee, | engineers have been investigating the various as d produced plans and showed other documents | mines, sampling them, and laying out plans for their future development. We understand that an amalgamation of interests has been arranged between two of the companies most largely interested and that mining operations will commenced carly next year - Shanghai Mercury

> FOR TRAVELLERS, MINERS, AND SOLDIERS no food is as portable as Lemco the genuine Liebig Company's Extract. The product of 18,000 bullocks was supplied to the forces in South Africa. Lemco is the most concentrated form of Meat known.

NORTHERN NOTES.

The following items are from the P. & T. Times to the 29th ult. :-The Empress Downger took a new departure in giving Sir Liang Cheng a farewell banquet and Tls. 10,000 for travelling expenses.

Mach regret was felt at the death from smallpox and liver complications of Mr. Thygessen

The following appeared in Orders at Tientsin on the 28th ult .- "Under instructions from the Secretary of State for India, it is notified for information that Shanghai will be evacuated by the British troops on or about the 29th December. The R.I.M. steamship Clive, due at Shanghai on 18th December, will convey back to India the 10th Jats and all other details' awaiting passage to that country."

Mr. Duncan McNeil, President of the Shanghai S. Andrew's Society, was a guest of the Tientsin Scots on the 28th.

The China Times of the 27th ult. says :- "It. is stated that Yang Tzu-ping late cor radore of the Take Tug and Lighter Company, who was sentenced last March by the Provisional Government to one year's hard labour, and who during the month of September was sent to the district of Chinghaihsien to carry out his sontence, has now returned to Tientsin, and is at present living with the Magistrate. His fine, which was paid some time ago, is supposed to have been collected from the same lowdabs who gave witness against him during the trial, being collected by a relative of Yang's who is at present in the service of the Company.

TELEPHONE No. 135.



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"CLUB"

A SCOTCH WHISKY OF EXCELLENT

QUALITY AT REASONABLE

PRICE:

IF YOU REQUIRE A PERFECT

LIQUEUR WHISKY

KING EDWARD VII PER DOZEN \$20.00

12, QUEEN'S ROAD.

QUAN WAH & CO. GRANITE MERCHANT CONTRACTORS. Dealers in MATARBLE and GRANITE MONUMENTS.

No. 1, Queen's HOAD EAST. Estimates, Designs & Prices on A plication All descriptions of Granite for Export. Hongkong, 17th October, 1899

STEAMSHIP "KINSHIU MARU GENERAL AVERAGE. (Stranded Quelpart Island, 20th July, 1901).

TOTICE IS HEREBY GIVEN that all Claims for Damage to Cargo, and for Cargo short received, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtsze Insurance Association, Ld., Shanghai), on or before the 31st December next, after which date no claims will be recognised. THE NIPPON YUSEN KAISHA Hongkong, 27th November, 1962. GERMAN S.S. "PEIYANG."

NY CLAIMS or BILLS against the above Steamer must be presented to the Undersigned on or before the 31st DECEM-BER, 1902, or they will not be recognised.

EAST ASIATIC TRADING CO., Agents. Hongkong, 1st December, 1902.

PURE FRESH WATER FINE HONGKONG STEAM WATER.

BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and " Boilers. Call Flag W.

J. W. KEW, Manager. 20, Bes Voux Road.

Hongkong, 13th June,

all coming to be docked with us. What is the

B. and S. docks-the largest in the world-

largest affoat built for the Eastern trade.

When a stray boat of a much larger size may

happen to come into port and wants some

into details and figures-to find how our profits

they will see that as a general rule the larger

(Continued on page 5.)

scraping and painting done to her bottom.

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countermund. Orders for extra copies of Daily Priess should be sent before 11 a.m. on lay of publication! After that hour the supply is limited. Only supplied for "elographic Address: Pansa. Codes: A.B.C., 5th Ed.

P.O. Rax, 33. - Telephone No. 12.

ADVERTISEMENTS NOTICE TO SUBSCRIBERS.

BEG to notify that on and after the Ist JANUARY, 1903, the SUB-SCRIPTION to the "HONGKONG DAILY PRESS" will be as follows :--PER QUARTER 39

· Manager. Hongkong, 9th December, 1902. CHRISTMAS 1902.

THE undersigned is now prepared to supply

CHRISTMAS CAKES of the shest quality, weighing from 1th, to 15 lbs., and also MINCE PIES, ASSORTED CAKES, &c., &c.

D. NOWRAJEE & SON. Hongkong Bakory, 51, Des Voux Road. Hongkong, ! th December, 1902.

CASH BAZAAR. No. 16. LYNDHURST TERRACE. R UST RECEIVED a Large and Fashionable Stock of Ladies' and Gentlemen's Cloths; Various Kinds of Dress Stuffs; Coloured Silk and Sateen; Lace; Handkerchiefs; Silk; Woollen and Sequin Trimmings; Ladies', Gentlemen's, and Children's Boots, Shoes and Slippers; -Coatings of Tweeds and Serges; Woollen Singlets, Sweaters, and Socks; Linea Table Cloths and Napkins; Turkish Towels; Assorted Kinds of Toys; Xmas and New Year Cards, &c. . Hongkong, 9th December, 1902.

WANTED.

N ASSISTANT MATRON for the Hospital for Soldiers' Wives and Children, Queen's Road, from the 1st January, 1903. Salary \$50 a month; fros quarters and rations.

SENIOR MEDICAL OFFICER, Station Hospital, Wellington Barracks. Hongkong, 8th December, 1902. f3301

WANTED-KOWLOON. DENT of LAWN-TENNIS GROUND.

Apply to-Care of Daily Press Office. Hongkong, 9th December, 1902.

WANTED. CUN CASE wanted, Second-hand, for good condition.

Price and Particulars by letter to-Care of Daily Press Office. Hongkong, 9th December, 1902.

paved with granite, at ODOWNS. Wanchai. Buitable for storage of Coa.

or any other dry-Merchandisa. With Pier. Apply to-HASON LEE, 255, Queen's Road.

Hongkong, 9th December: 1902. TO LET.

(WITH IMMEDIATE POSSESSION.) CECOND FLAT of SEA VIEW, a EUROPEAN DWELLING-HOUST, containing FOUR ROOMS, also Batu-Room and Servants' Quarters. Cool, Healthy, and has a splendid view of Harbour. Reut

Moderate. Apply to F. G. ALLEN, SEA VIEW, Back of No. 3 Police Station. Hongkong, 9th December, 1902.

TO LET-KOWLOON. ARGE AIRY ROOM, Front Verandah, from December 10th, Unfurnished. With

Bathroom. Apply to-Care of Daily Press Office.

Hongkong, 9th December, 1902. NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BUMBAY AN INGAPORE. THE Steamship

"CAPRI" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowlcon Wharf and Godown Co., Ld., whence delivery may be obtained. Perishable Goods to be

taken delivery of immediately. All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent. CARLOWITZ & CO. Agents.

Hongkong, 8th December, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"KONIG ALBERT," OF THE NORDDEUTSCHER LLOYD. Captain C. Polack, due here with the outward German Mail about THURSDAY, the 11th inst., will leave for the above places about 24 hours after arrival. NORDDEUTSCHER LLOYD:

For further Particulars, apply to. MELCHERS & CO., Hongkong, 8th December, 1902.

ADVERTISEMENT

THE BOSTON STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT. FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to | W

send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignoes risk

and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LD., Agents.

Hongkong, 7th December, 1902. . AUCTIONS

PUBLIC AUCTION.

THIHE Undersigned has received instructions to Se I by Public Auction. TO-MORROW (WEDNESDAY). the 10th DECEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

A LARGE ASSORTMENT OF JAPANESE FINE ART CURIOS, Comprising :-RARE SATSUMA, IMARI and KANGA

WARE; FINE CLOISONNE and SILVER CLOISONNE, FANCY BRONZES, IVORY INLAID PANELS and FIRE SCREENS, R. FINE ART PHOTO FRAMES, ALBUMS CURIO CABINETS:

. FINE SILK EMBROIDERED FOLD. ING SCREENS: Catalogues will be issued. TERMS OF SALE: - Cash as usual.

V. I. REMEDIOS, Auctioneer. Hongkong, 8th December, 1909.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

FRIDAY. the 12th DECEMBER, 1902, at 11 a.m., at his SALES ROOMS, Duddell Street, THE BRITISH IRON BARQUE, - GROŠVENOR."

(Registered 516 tous). As she now lies in Hongkong Harbour STORES, &c., &c.;

IN ONE LOT. Hold 17 feet 3 inches: Carrying Capacity 700 tons deadweight. NEW SET OF SAILS, NEW TOP- directly concern. GALLANT MASTS, NEW JIBBOOM, &c. The Vessel to be at purchaser's risk on fall of hammer, when one-third nurchase money is to

be paid. GEO. P. LAMMERT, Anctioneer. Hongkong, 8th December, 1902.

PUBLIC AUCTION.

12-Bore Gun. Must be cheap and in | MHE Undersigned have received instructions to Sell by Public Auction. FOR ACCOUNT OF THE CONCERNED,

> SATURDAY. the 13th DECEMBER, at 2.30 P.M., at their SALES ROOMS, Ice House Street. AN ASSORTMENT OF VALUABLE JEWELLERY Comprising:-

DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS; 6 Dozens of DIAMOND RINGS at \$15.00

up to \$150.00 each; A Quantity of DIAMOND BROOCHES at \$25.00 to \$300.00 each. Catalogues will be is ned.

HUGHES & HOUGH, Auctioneers. Hongkong, 5th December, 1902.

WANTED.

EUROPEAN ASSISTANT experienced in Shipping and General Office Work. State Salary. Apply by letter to-

Care of Daily Press Office. Hongkong, 2nd December, 1902.

SOLE AGENT wanted for Spec alities in Engine Packings and Huir Beltings. Apply the FRICTIONLESS ENGINE PACKING CO., LD., Hendham Vale Works. | 66 TRNSFOOT," UPPER RICHMOND Manchester, England.

WANTED. JUNIOR PORTUGESE CLERK for A General Office Work. Must possess intelligence and good handwriting.

Apply by letter to-C. B. A., Care of Daily Press Office. Hongkong, 2nd December, 1902.

WANTED AT ONCE.

to Manila. One Child aged 15 months. Apply—

Hougkong, 2nd December, 1902. WANTED IMMEDIATELY.

A FURNISHED HOUSE till about the A end of April next. Apply to-

E. F. G., Care of Daily Press Office. Hongkong, 28th November, 1902. WANTED.

THOWO UNFURNISHED ROOMS in a healthy, nicely situated house. Kowloon preferred. Apply by letter to— Box 165, Care of Daily Press Office.

WANTED.

FOUR- to SIX-ROOMED HOUSE for residence at Kowloon, at once or later. Apply to-INSPECTION NORDD. LLOYD, 3, Queen's Buildings. Hongkong, 8th December, 1902,

Hongkong, 8th December, 1902.

FNTERPAINMENT

Lessee and Manager ... Mr. W. REULU.

RepresentativeMr. ARTHUR SEYMOUR.

JANET WALDORF CO. THIS (TUESDAY) EVENING.

LAST NIGHT OF The successful production of Gilbert's popular Comedy " PYGMALION & GALATEA". Received by a crowded and delighted audience, who demonstrated their high approval by recalling the principals two and three times after each act.

MISS JANET WALDORF The reigning queen of the dramatic realm, as "Galatea," was hailed with admiration and acclamation never before witnessed here.

Mr. Norval McGregor as "Pygmalion was accorded the most potent appreciation.

WEDNESDAY EVENING. dramatisation of the famous stories by Sir Conan Doyle entitled "The Remarkable - Adv-ntures of SHERLOCK HOLMES."

Box Plan oven This Morning at ROBINSON'S.

Performance at 9.

SPECIAL TRAM & FERRY SERVICES. Hongkong, 8th December, 1902. PROFESSOR RICHARD informs the public that on account of his

numerous engagements, he will not be able to leave Canton and his Medical Electric Scientific Hospital at present. He offers an excellent lucrative opportunity to student or doctor regardless of nationality. Enquire for further particulars.

Monsitur RICHARD, Medical Electrician Scientific Specialist, Patented by British Royal Letters Patent, No. 2,254, Certificated by His with all her MASTS, SAILS, RIGGING, Excellency the Honourable Sir Frederick CABLES, GEAR, APPURTENANCES, Matthew Darley, Knight, Lieutenant Governor, endorsed by the Minister of Justice, and the Highest Tostimonials from Government officials, Longth 165 feet: Beam 28 feet: Depth of Patients of all Stations of Life, and the Critics, etc. Publish here by the Press, as an introduction to the Public. The originals may be read The Vessel has been recently fitted with at the consulting rooms, by whom it may

> MODERN SCIENTIFIC WORK METHOD OF CURE, AND MODUS OPERANDI!

In applying Electricity to the Human System, Mousieur RICHARD charges himself with his Electricity: he conducts the current at will from his finger tips: there is absolutely no danger of shocks. A child may be treated without pain or (right !

Monsieur RICHARD has pricticed Medical Scientific E'estricity these thirty years, his experience of long data speaks for itself, he has practiced many years in tropical cimates, he has given scientifi; applications in many serious ailments, specially in cases of Para ys s, Rheumatism, Gout, Deafness, Defective Sight, Spine Trouble, Stattering, Nerva Troubles. Youthful Folies of Indiscretion, Loss of Vitality &c., &c.

Monsieur RICHARD is not a m'dicine prescriber nor a seller of patent medicines, batteries, belts or parapherualia, his scientific services only are obtainable at his consulting rooms, he does not visit patients at their residences, and may be consulted in English, French, German, Spanish, &c.

THE POOR ARE TREATED FREE EVERY SUNDAY from 9 a.m. to 12, regardless of colour, cast, creed, or nationality.

Professor RICHARD, Sin Kee Street, Fook Tak Lee Street, CANTON, 5 minutes' walk [3279] from Shameon.

TO LET. the PEAK. Partly. at HOUSE from 1st January until Furnished. 30th June, 1903.

Apply-28. BONHAM ROAD. Wost Point. Hongkong, 1st December, 1902. TO LET.

ROAD. Apply to— DEACON & HASTINGS.

10, Queen's Road. Hongkong, 30th October, 1902. TO LET

NYOS. 17, 12 and 14, LEIGHTON HILL ROAD. For Particulars, please apply to Mr. LI PAK. Care of Compradore.

NIPPON YUSEN KAISHA. LIURASIAN NURSE to accompany Lady | 1st Floor No. 1. Prince's Buildings, Chater Rd. Hongkong, 5th December, 1902. TO LET.

Care of Daily Press Office.
d December, 1902. [3219] TOS. 3, 9, 13, 18, and 19, BELILIOS.
TERRACE. No. 1, HOLLYWOOD ROAD, Spacious Corner House. A Large FURNISHED BUNGALOW at

> For Particulars, apply to-Hongkong, 5th December, 1902. TO LET. the PEAK,

66 A ROSHEAL" FURNISHED, for One Year from March next. F. J. BADELEY. Hongkong, 3rd December, 1902. **.[3241**

FIWO SPACIOUS GODOWNS-Nos. 95 and 96, PRAYA EAST. TWO ROOMS above NEW VICTORIA-

H. N. MODY. Victoria Buildings. Hongkong, 2nd December, 1902.

TO LET

TO LET.

CPACIOUS NEW HOUSES and FLATS. Connaught Road. Dus Voux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.

Apply to-S. A. SETH. Dairy Farm Co.;

KWONG SUN TAI. 34, Wing Lok Street. Hongkong, 27th November, 1902.

ODOWNS No. 536, DES VŒUX ROAD, On Marine Lot No. 181, on a monthly tenancy or till 31st March, 1903. Possession from 1st December next. KELLETT SPUR, Mount Kellett, on

BISNEE VILLA, PORFULUM ROAD. 29, MOSQUESTREET, "GROUND FLOOR. Apply to-LINSTEAD & DAYES Hongkong, 7th November, 1902.

TO LET.

DAHAR LODGE, the Peak.

a monthly tenancy.

For terms and particulars, apply to-HUMPHREYS ESTATE AND FINANCE CO., LD. Hongkong, 7th October, 1902. TO LET.

A COMMODIOUS Six-roomed HOUSE in Conduit Road with Garden and Splendid-View of the Harbour. Apply to C. F. DE CARVALHO. 14, Arbuthnot Road. Hongkong, 14th November, 1902.

TO LET. TO. 33, LEIGHTON HILL ROAD.

Double-frontage House.

Apply to-AHMET RUMJAHN, 62. Queen's Road. -Hongkong, 27th September, 1902. TO LET.

REIRION No. 2, the Peak, 6 Rooms, House near the Flagstaff; from 15th October, 1902.Apply to— E. JONES HUGHES.

Hongkong, 7th October, 1902.-TO LET. TO. 1, LADDER STREET TERRACE

Apply to-C. E. WARREN & CO., 30, Des Vœux Road Central. Hongkong, 27th November, 1902. TO LET.

66 THE RETREAT," MOUNT KELLETT. HOUSES at CAUSEWAY BAY, facing the Polo Ground. No. 1, RIPON TERRACE. GODOWNS at BOWEINGTON (PRAYA

EAST). Apply to— THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st December, 1902. TO LET.

4. KNUTSFORD TERRACE, Kowloon. Apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD. Hongkong, 22nd November, 1902.

THOWO UNFURNISHED ROOMS and BATHROOM en suite to let. 10 minutes up from Queen's Road. Board and Service can be arranged. Bachelor preferred. Address-

TO LET.

QUARTERS. Care of Duily Press Office. Hengkong, 27th November, 1902. TO LET.

TOUSE No. 6, MOSQUE JUNCTION (near Robinson Road), containing Four Rooms, Servants' Quarters, Kitchen and Bath-room. J. D. BARROS. Apply to-No. 46. Elgin Street.

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LAU CHU PAK. Care of A. S. Wats n & Co., Ld. Hongkong, 16th October, 1902. TO LET.

TERRACE." MAGAZINE GAP. Apply to-SPANISH PROCURATION. Hongkong, 1st April, 1902. TO LET.

CEVERAL WELL-FURNISHED LARGE ROOMS. May be used as Offices. THE COSMOPOLITAN HOUSE, No. 34, Queen's Road. Hongkong, 13th November, 1902. TO LET.

OFFICES at 6, QUEENS ROAD CENTRAL. Apply toG. GIRAULT. Hongkong, 3rd January, 1902.

BOARD AND RESIDENCE. EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower. "HADDINGTON HOUSE,"

Kennedy Road (Opposite Union Church). Hongkong, 14th August, 1902. BOARD AND RESIDENCE. TRES. GILLANDERS,

"GLENWOOD." 21. CAINE ROAD. Hongkong, 20th September, 1902. BOARD AND RESIDENCE.

D BOOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill. Hougkong, 1st January, 1892

BANKS GUARANTY TRUST COMPANY LF (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITALU.S. \$2,000,000 Gold SURPLUS AND UNDIVIDED

HEAD OFFICE-NEW YORK.

LONDON OFFICE-33 & 35, Lombard St., E.C. F. C. Bishop, Manager, Eastern Department. LONDON BANKERS-PARR'S BANK, LD.

HONGKONG OFFICE-4, DES VŒUX ROAD. General Banking and Exchange business transacted. INTEREST allowed at Current Rates. E. F. GROS,

Acting Manager. Hongkong, 1st December, 1902. FIRE NATIONAL BANK OF CHILA

AUTHORIZED CAPITAL£1,000,000 PAID-UP CAPITAL 2 324,374 HEAD OFFICE-Hongkong.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq. | C. EWENS, Esq. CHOW TUNG SHANG, Esq. J. LAUTS, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%. Hongkong, 19th November, 1899.

HONGKONG SAVINGS BANK. INTHE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3} PER CENT. por annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shanghai

J. R. M. SMITH. Chief Manager. Hongkong, lat May, 1902. TONGKONG & SHANGHAL BANK-ING CORPORATION.

BANKING CORPORATION.

PAID-UP CAPITAL\$10,000,000 RESERVE FUND-STERLING RESERVE. ..\$10,000,000 SILVER RESERVE ... 4,750,000

E. Goetz, Esq.

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 . COURT OF DIRECTORS. Hon. R. Shewan-Chairman. A. J. RAYMOND, Esq.—Deputy Chairman. D. Meyer Moses, Esq. G. Balloch, Esq. H. Schubart, Esq. Hon. C. W. Dickson,

H. E. Tomkins, Esq. G. H. Medhurst, Esq. C. Michelau, Esq. CHIEF MANAGEE: Hongkong-J. R. M. Smith.

N. A. Siebs, Esq.

Manager : Shanghai-H. M. Bry18. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGRONG-INTEREST ALLOWED. On Current Account at the rate of Two per Cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent, per Annum.

J. R. M. SMITH, Chief Manager. Hongkong, 12th November, 1902. MPERIAL BANK OF CHINA

[3169 ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. SUBSCRIBED CAPITAL. Shanghai Tls. 5,000,000

PAID-UP CAPITAL ... HEAD OFFICE-SHANGHAL.

BRANCHES AND AGENCIES. Hankew Canton Peking Chefoc. Penang . Chinking Chungking Singapore

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bill Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances. 3"/ per annum on Fixed Deposits for 8 months.

E. W. RUTTER, Manager. Hongkorg, let January, 1901. TOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP 18,000,000 CAPITAL UNCALLED RESERVE FUND......

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Nagasaki Kobe Tokio New York Lyons London Honolulu Bombay San Francisco Newchwang Tientsin Shanghai

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARE'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

Peking

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5%, per annum COMFORTABLY FURNISHED TARO HODŠUMI

Horgkong, 30th October, 1902.

Manager.

BANKS

THE EUTSCH-ASIATISCHE BANK PAID-UP CAPITAL.....Sh. Toels 5,000,000 HEAD OFFICE—SHANGHAL

BOARD OF DIRECTORS: BERLIN. BRANCHES: Calcutta Borlin Tsingtau (Kiautschou) Tiontsin-

LONDON BANKERS: Messrs. N. M. Rothschild & Sons. THE UNION OF LONDON AND SMITHS BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE,

Hongkong, 4th October, 1902. TETHE MERCANTILLE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000 SUBSCRIBED 1,125,000 PAID-UP RESERVE FUND..... BANKERS

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance

ON FIXED PEPOSITS :-************************ EVAN ORMISTON, Aoung Manager.

FYTHE BANK OF TAIWAN (FORMOSA) LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Honekong, 1st April, 1902.

HEAD OFFICE: -TAIPEH, FORMORA.

BOARD OF DIRECTORS: KAZUYOSHI YAGIU, Esq., President. Takeshi Doki, Esq.; Muneyoshi Tatsuno, Esq. Hiromi Kawasaki, Esq.; Totaro Shimosaka, Esq. KURAZO NAGAO,

Manager. Taipeh. 16th August, 1902. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE-HOLDERS£800,00 RESERVE FUND

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposite for 12 months 4 per cent.

T. P. COCHRANE,

- Acting Manager,

Hongkong, 4th June, 1992. THE AMERICAN SYSTEM ENTISTRY

DR. M. H. CHAUN. 33, DES VŒUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th March, 1902. THE AMERICAN SYSTEM

ENTISTRY. P. U. TUNG. PRICES MODERATE. CONSULTATION FREE. 56. DES VOUX ROAD (corner Pottinger Street). Hongkong, 6th December, 1902.

TAT R. CHADWICK DENTAL SURGEON. No. 39, Queen's ROAD CENTRAL. Office Hours-9 A.M. to 5 P.M.

Hongkong, 19th March, 1902.

CIEN TING. SURGEON DENTIST. No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 22nd September, 1902.

NOTICE. NTOTICE IS HEREBY GIVEN that no Orders for Goods, &c., for use in any branch of the Regimental Institutes, will be valid unless signed by the President, Regimental Institutes, or some other Officer of the Regiment acting for him.

By Order of Lieut.-Colonel H. C. WYLLY, C.B. commanding 1st Sherwood Foresters, T. H. M. GREEN, Capt., P.R.I. 1st Sherwood Foresters. Hongkong, 3rd Occember, 1902.

NOTICE.

FITHE Officers of the Sherwood Foresters will NOT be RESPONSIBLE for any DEBTS contracted by their Compradore, SUM KEE. They also hereby notify that no Orders for Goods of any kind purporting to be for Mess use are valid unless signed by the Mess President, or some other Officer of the Regiment

acting for him. T. H. M. GREEN, Capt., P.M.C. 1st Sherwood Foresters. Hongkong, 3rd December, 1902. THE DAIRY FARM COMPANY, LIMITED.

THAVING Just Received a New Consignment of FRESH AUSTRALIAN CREAMERY BUTTER, the Company is now prepared to supply Customers as before. Price-90 Cents per lb. Hongkong, 28th November, 1902. [3183 FOR SALE.

RUISER YACHT for Sale, about 45 feet over all. Fine Sporting Boat. Accommodation for Four. Price, \$1,500. Owner would consider offers or sell share, as he seldom uses the yacht. W. ROBINSON,

ROBINSON PIANO Co., LD.

Hongkong, 1st November, 1902.

HONGKONG BUSINESS DIRECTORY

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PRINTING

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KWONG SANG & CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND. 43 and 45, Des Vonx Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Grey-'hound Brand'') and Blundelis

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14. Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

HONGKONG REGATTA, 1902. 10TH AND 11TH DECEMBER.

THE Committees of the Victoria Recreation Club and Honekong Boat Club request the pleasure of the Company of the Ladies of Hongkong TO-MORROW (WEUNESDAY) and THURSDAY, the 16th and 11th DECEMBER, at I P.M., on board the sailing ship "Daylight," which has been kindly placed at the disposal of the Committees as a flagship by Captain Reade.

The Ladies' Prize will be presented by Miss Goodman immediately after the race

Thursday, the 11th inst., at 3.30 P.M. Through the courtesy of Mr. Dixon, the Chief. Manager of the Hougkong and Whampoa Dock Company, Limited, the "Fame" will Blake Pier on each day at 1230 P.M., and 1.15 P.M., to convey visito s on board the flagship, leaving the flagship 10 minutes after the

last race on each day. Admission to the flagship (Gentlemen) \$1 each day. Tickets for admission may be obtained from the Steward, V.R.C., or Hon. Secretary, Hongkong Boat Club.

By kind permission of Colonel Tremonger and the Officers, the Band of the 33rd Burma Infantry will perform each day.

FRANK W. WHITE, Hon. Sec., V.R.C.; C. H. GALE, Hon. Sec., H.K B.C. Hongkong, 4th December, 1902.

REJATTA HOLIDAYS.

THE Undermentioned Banks will be CLOSED for the transaction of Public Business at 1 r.m. TO-MORROW (WED-NESDAY) and THURSDAY, the 10th and 11th instant respectively. For the CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA. T. P. COCHRANE. Acting Manager, Hongkong. For the Hongkong & Shanghai Banking COBPORATION.

J. R. M. SMITH, Chief Manager. For the NATIONAL BANK OF CHINA. LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager For the MERCANTILE BANK OF INDIA. LIMITED.

EVAN ORMISTON. Acting Manager, Hongkong. For the BANQUE DE L'INDO-CHINE. Hongkong Agency, G. MAYER,

Manuger. For the Yokohama Specie Bank, Limited. TARO HODSUMI,

Manager. For the IMPERIAL BANK OF CHINA. E. W. RUTTER. Manager.

For the DEUTSCH-ASIATISCHE BANK. H. FIGGE, Manager. For the Russo-Chinese Bank. J. W. B. TAYLOR.

Representative in Hongkong. For the GUARANTY TRUST COMPANY OF NEW YORK. E. F. GROS.

Manager. Hongkong, 6th December, 1902. CARTRIDGES.

NOBEL'S SPORTING BALLISTITE, Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLT PRICE OF 12-BORE CARTRIDGES:-Loaded with With Poster

Powder only. and 1 oz, of Shot. Primrose Cases ... \$6.25 **38.00** Pegemoid Cases 6.85. 8.80 Ejector Brass Cases. 7.50 Apply to-

WM. SCHMIDT & CO., Gunmakers.

i Hongkovg, 3ra July, 1902.

(Continued from page 3.) they only remain in dock for a compledays' painting, while our income is chiefly derived from the smaller boats and coasting steamers. Besides, the big liners generally dock at their respective bases in America, Hamburg, Liverpool, or wherever else it may be Take, for instance, the big Hamburg. Amerika liners. They have been running for the past three years, and not one of them has once entered our docks. In a very sensible leading article that appeared in the Daily Press of the 18th August last the writer very tersely put the point I wish to impress on you to day and I hope I may be permitted to use hi language. He said :- "It is true that it desirable to be thoroughly up to date, but if this can only be accomplished at such an enermous addition to the capital of the Company as to render the provision of such facilities a luxury that can never be made to pay as an investment, the wisdom of incurring such responsibility may well be doubted." I think he let the directors down very gently. I should say it is nothing but pure folly to incur such responsibility. To quote one sentence more from the same source. "It is useless to expect a continuance of the monopoly hitherto enjoyed; that will soon be a thing of the past, and rates will no doubt have to come down to some extent." I am sure, gentlemen, you realise that we must not reckon on the profits we were earning formerly when we had the monopoly and every ship was practically at our mercy. We have now to be propared to cut down our charges. This we can do only when our position is strong as at present, unhampered with loans or with a heavy capital. We were told some time age that ' vessels for coasting and inland river traffic which it is expected will increase enormously when the restriction imposed on it by the Chinese authorities are withdrawn. Our Compuny is well equipped for any demand that may be made upon it in this direction, so that this branch of business may become a special source of revenue in the future working of the Hunghom establishment. We can see that it is certain to be a very lucrative business and has a greatfuture before it: why then look to docking and chiefly painting the bottom of some stray leviathan boat: from which we can never expect to be repaid for an outlay of millions? If an independent company were to start under existing circumstances and spend its millions on an enterprise of this kind, it is very clear it would not live long but soon go into liquidation. Why should one Dock Co., thou, embark on such a venture? The area of the three establishments, ie. 6 docks and 2 slips, on which we have been working steadily and cauti msly for the last 35 years, is 60 acres. We are now asked to buy in a single deal an Spence & Co.'s Composition. extension of over 32 acres of rocks, hills, land, and water. Should we not first find out whother we are in a position strong enough to incur the enormous responsibility which it will entail? We have lately had several changes in the staff, and the former manager and submanager have been removed by death. Our present manager has, we know, had experience. but he has yet to gain local experience, which is extremely necessary, if not vital. 1 am led to make these remarks because we shareholders hear that the Company has been losing a good deal of business lately; that steamers which should have docked here have gone to Shanghai

and other places and that that port and Japan recently secured the building of 23 gunboats for the American Government, who had previously been confining the orders practically to us. No information has been vouchsafed to us on these points. How it happens that we are losing ground; how it is that we have Shanghai can prove. And then plague may or when the scheme first came up; but I have alienated such a good customer as the American Government; and how it is that, Dock Co.'s so | the new dock would be if the men working | conditions attached at that time by the Governfar away as Shangbai and Japan can manage to | there were to take fright and run away as they | ment were so enerous and so burdensome that a build those boats and we cannot? These are all | did on a small scale a couple of years ago. In | new dock built under the demands laid down legitimate matters for enquiry, and I maintain our present position, we can look at all these by the Government would practically not have we ought to pender well over them before risks without much tear. The danger to the enabled us to call it a commercial concern at all; launching into an expenditure of millions in opposition docks would be much greater than and before the board would consent to these order to enable us to compete for new work, it can be to us. But if we yield to-day to a burdensome conditions they said, " Pay us a that is at best occasional and uncertain, foolish fatal passion for expansion for merely certain amount of money which will ensure to (Applause.) We are recommended by the the glory of possessing the largest, or about our sharsholders a return on the money and directors to decide on the acquirement of the the largest dock in the world, we shall lose the then we will consent." That is the reason. What land on its own merits, and are warned that if present inestimable advantages attained by the we miss the opportunity it is probable that the slow growth of years, and pave the way either Government will be able to dispose of this land | for the decadence or destruction of what is now for some industrial works, etc. We have, justly regarded as one of the most flourishing probably answer the question as regards the however, the stringent conditions of the concerns in Eastern Asia. Gentlemen, I have Government before us, and I have no hesita- done with this scheme and have no fear as to Government. Mr. Lewis-was on the board at tion is enying that these would deter what would be the result of our discussion that time. I think." any capitalist from buying the land or to-day. I only trust that should the directors

which it will be useful to bear in mind to-day.

In 1873 and 1874 we had very keen competition Mr. Chairman; can I get an answer now? to face from Captain Sand's two slips and the Cosmopolitan Lock. The fight was a bitter all together. one, but as the opposition was losing heavily, Mr. POLLOCK-Then I have a few remarks to glad that he agrees with me in one thing, that the Board of Directors was persuaded to con- make, and I propose to make them just now. the Company to day is very strong, and that tinue the struggle with the result that these (Applause.) Mr. Michael has gone very ably concerns were ultimately, in 1879-80, acquired into the fluencial position of this matter, and on favourable terms by our Company. Now I think he has demonstrated to the satisfaction subject are: the stronger the competition is if we are so rush as to adopt this scheme and of all here present that by embarking upon the longer we can defy it; but you are double or treble our capital to compete with this new scheme we shall be embarking upon not going to get the dividends in defying Butterfield and Swire, our fate will inevitably what Cuptain Anderson calls a fancy scheme. that competition that we are all so anxious to be a similar one. Remember Butterfield and (Applause.) That is to say, we shall be get, and the only means of continuing prosperSwire's money does not cost them 6 per cent. embarking on an undertaking which will onely and fighting all competition is to place Our Company will be the losing party involve doubling or perhaps more than ourselves in a position to do work more quickly and will ultimately be absorbed or doubling the capital of this Company and more cheaply, and then we can fight comextinguished. Our present position with our without our being able readily to receive an petition. Now, gentlemen, I do not think there small capital is absolutely unassailable and we adequate return for our money. Gentlemen, as is anything further to be said unless some of should be able to defy all competition without | shareholders of the Company, I take it that our | the shareholders would suggest approaching ever showing a loss. (Applause.) We now business is to see that in the future as in the the Government again for some modification come to the very important subject of cost. It past we are in receipt of an adequate return of the terms. The question is a very important New York, San Francisco, Hamburg, Bembay, Singapore, Sourabaya, Menila, Amoy, Changbai. is approximately estimated in the scheme at two for our money. We do not care for an one. There are two sides to every question and a half millions after a period of four years, advertisement to be put in large letters in the both sides of this question are worthy of serious. This is expressly given as approximate only, newspapers that we can dock the largest ship consideration. Both cannot be wrong and both If you ask those with any experience of building - built in the whole world. Our business as connot be right Now, is the question to your

whether docks, houses, retaining walls, or any shareholders is to get an adequate return for minds serious cough to make up your minds thing else-one and all will tell you that the our money. (Applause.) And, gentlemen, it | upon it to-day for all time? Would you like chances are ninety-nine in a hundred that the seems to me that there is absolutely no to dispose of the question to-day and simply cost, as well as the period, will be at least quite justification whatsoever for going into decline it or have you anything to suggest as large again. Let us take a moderate view of this wild scheme. It seems to me that we whereby the two schemes, for instance, might the matter and say the new dock will cost 4 may fairly say that our Company is at the be considered a little longer, further views put millions and will be finished in 5 years. The present moment in a very satisfactory position. forward, and possibly some compromise be interest on an average cutlay of \$800,000 per | The earnings for the last twelve months have arrived at whereby the future welfare of the annum, whether borrrowed from the bank or not been so high as previous earnings, but we Company will be safeguarded. If any share- 115 from debenture holders, will be as follows :-

the past period of twelve months: I think Thus when completed the dock-will on an average estimate and without reckoning compound interest, cost four and three-quarter millions - an amount very nearly double the capital of all our six docks on which we have been working for the last 35 years. This is a most gigantic enterprise for

a little Colony like ours, with its capital-raising CRAMPS, DYSENTERY, CHOLERA MORBUS,

diarrhosa, and, indeed, all bowel complaints quickly relieved by Perry Davis' Painkiller, a safe, sure and speedy onre, for all the troubles named. Every reputable druggist keeps a supply. Each bottle has full directions. Avoid substitutes, there is but one Painkiller, Perry

expect from this enormous concern? To make very good business indeed. (Applause.) this one dock on the few big bonts that will shareholders will reject this scheme. (Applause.) drift into the harbour in a year and which we | The CHAIRMAN-Are there any other may succeed in wresting from Butterfield and remarks? Swire? Even if there were no other docks in the Colony and this one dock had the monopoly found too large for the requirements of the the gentleman who made the assertion given I have already said, they all do their docking at more. home. With this instance in our mind-the Mr. Pollock-May I as't what is the average instance of a line of big steamers which have been running continuously for three vers without any chance of their doing so unless and me that you should have given notice of a accident should occur in the harbour-is it reasonable that we should build a new dock to accommodate imaginary leviathans that may. visit this Colony in the future unless we have some subsidy or some guaranty of business from the owners? Of course, gentlemen, thereare different ways of looking at this proposal to the shipping agent, it would be a very good thing indeed even if Hongkong were honey. combed with docks; because it would mean ready docking for their vessels at all times, among the competing docks botter bounses for be necessary to teach and train new hands, and this will have to be done at the expense of the Company and will therefore be a dead loss, as

even taking it as a gift, (Applause.) Besides again have any similarly important scheme in the land is not suitable for any other purpose their minds, they will, before carrying it into than that of a dock, and such a venture means effect, give the shareholders the same opportusimply ruin under the circumstances. The nity to express their views on it, as we have had

history of our Dock Co. teaches us a lesson in the present instance. (Loud applause.) The CHAIRMAN-L propose to answer them

have obtained dividends amounting to \$16 for On 8 lacs at 6 per cent. for 5 years \$240,000 the last two periods of six months, and I think, 192,000 gentlemen, we have no reason to complain of 144,000 that result in view of the general elackness of business; and I think we may reasonably hope that in the course of time we shall have more fo tunato years-more profitable years-than

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power so restricted, and the wild at specula- | there has been a general depression in trade | the scheme altogether, because I believe most by sane financiers. And yet this sam of four | bad period for business generally; and I think | do with this scheme. (Applause.) and three-quarter millions represents only the I that with care and good management we would be necessary to build at a depth in one | vary good maxim to concentrate one's business. spot of 80 feet? I have reliable authority for Well, gentlemen, 1 quite agree with the saying that this wall will not cost less than a | Chairman. I think we should concentrate our million and a half. What revenue can we attention upon the business we have got-it pay at all, it should yield at least 7 per think it would be much better to concentrate cent. on the outlay. i.e., \$332,500 net per our attention in that way and as Mr. Michael annum. Assuming the net profit to be 30 pointed out try to make the best of the per cent. of the gross, the latter after material we have got in stock, looking about to deducting disbursoments such as salaries, wages | see what ships we can build at a profit to of workmen, insurance premia, Crown rents, ourselves and do our very best to improve the &c., should amount to \$1,108,333 to give business we have got, instead of embarking ns a clean 7 per cent, on our capital per upon a wild scheme which will involve a annum. Can we hope to make so much with tremendous increase of our capital. I hope the

No other comment being offered, The CHAIRMAN said-Gentlemen, there being of the whole business of the place, a return of 7 | no further remarks, I will endeavour to the per cent, on the money spent would be a dream | best of my ability to answer the questions that impossible of realisation. The P. & O. Co. have been put by various shareholders, although a fleet of 57 bonts, the largest of 11,000 tons it is hardly to be expected that any chairman such as the Caledonia, Arabia, India, and their | can on the sour of the moment answer all queslength is orly 470 feet. Our present dock can | tions asked from such a large meeting as this. accommodate them one and all. We can However, I have taken a great deal of trouble likewise dock all the Messageries Maritimes, to go into this subject in its entirety and the German mail, the Austrian Lloyde', in possibly I will be able to answer most of the fact all mail boats. As regards the sup- questions. With regard to Mr. Pollock's posed tendency to build larger ships, there enquiry, based on a statement made in there has spring up a large demand for new is the case of the Hamburg-Amerika boats, the newspapers that No. 1 Dock is only There is a rumour now that they are likely to occupied for 20 days in each month of be withdrawn from the line because they are the year," I may say that the information of Eastern trade. But even if they remain on this | that letter is absolutely incorrect. It is occurun, we can dock all their boats. However, as | pied a great deal more than 20 days-very much

number of days a month?

The CHARMAN-I cannot give you that without piving us a single boat to dock, and I now: in fact, I think may one will agree with auestion of that sort.

Mr. Pollock-I presume the directors read The CHAIRMAN-I do not think we all do

(Laughter) Mr. Pollock-Well, I think you ought to. This was a statement by Mr. Wickham in an build a large new dock. To the shipowner and able letter, which went very fully into this

The CHAIRMAN-I am in a position to say that the information is increeet and your board is satisfied that No. I Dock is the most heaper rates, and as a result of the rivalry valuable piece of property you have. (Hear hear.) Regarding the next question by Mr. business contributed. But the financier's, the Purlane, he asked if I coul give him the cost shareholder's, or the investor's point of view is of longthening No. 1 Dock. We have had different. He is asked to put his money into several estimates, and from the aggregate of this scheme. What return will be get for it? them the figure, as close as possible, is about which must be satisfactorily answered before half years to do. Now, with regard to Captain he can give his consent. I have shown you Anderson's contention that the Company that, at the most favourable estimate and now has sufficient land and a su table site on the assumption that this new dock would for any required extension of our docking get all the big boats that might require facilities, I can only refer you to my docking, it is utterly absurd to expect even to speech, quoting the decision of practical get back the interest on our outlay. The engineers, who override any views which the labour difficulty must also be considered. directors may have; and that gives a practical When there are many docks, skilled labour will | tactical answer to your assertions. 1 think Mr. not be so plentiful and wages must rise. It will Michael made reference in his speech to the acquisition of the land now on terms to which we have not attached anything in the way of a subsidy from the Government. I was not on the examples of the cotton mills here and in the board when these negotiations originated break out again. Imagine what the losses of since learned, from what I can gather, that the we want now is to acquire the land, and when we have built the dock, to build it on a commercial basis. That, I think and I hope, will changed conditions in our dealings with the Mr. Lewis-Yes, that is so. The CHAIRMAN-Well, gentlemen, I will

not detain you much longer. It was not my

intention to go into details that could be considered afterwards if we decided to go ahead with the scheme; the details of the amount to Mr. H. E. Pollock-I asked a question, be expended and how it would be expended could be made a matter for future consideration by the board. I would only like to question one little item in Mr. Michael's speech. I am our position is so strong that we could defy competition and carry on. My views on that holder in the body of the hall could suggest anything in the way of a compromise even if it involves an adjournment for a day or a couple of days I would be quite willing to adjourn the meeting for a couple of days; but I would like the suggestion to come from the body of the hall as it is only with the best interests of the Company at heart that I am now anxious that the question should be settled to day for all time. Mr. J. R. MICHAEL - So far, we have discussed this very fully and I do not see the benefit of postponing this meeting. The whole scheme has been before us for months to think about. So far as I see, it is a fatal scheme. I do not suppose shareholders could object if the directers communicated with the Government and laid another feasible, favourable scheme before the shareholders. But so far this is a fatal

> Mr. MICHAEL-But you could give us another scheme that would be a good paying concern and an advantage to the Company. Mr. S. J. MICHAEL-I think under the circumstances the best thing would be to drop

> scheme. The present proposition is quite fatal.

Michael, that the dock will cost the same

amount of money in any case.

Mr. Lewis-You must remember. Mr.

tive venture ever contemplated here seriously during that period; we may say it has been a of the shareholders will not have anything to

cost of building the new dock. The directors may look to a good geturn for our is anything for us to do, then, but to take the have not mentioned the cost of equipping it, money in the future as we have had a good vote. Those in favour of the nequisitionwhich must amount to another million. And return in the past. The Chairman said, of the land on the terms set, forth in our what about the sea-wall which we are told it and I quite agree with him, that it is a directors and going ahead with the proposed extension of docking facilities at Kowloon will devote so by holding up their hands.

scheme. All the others present voted against. that the scheme was defeated. The meeting then dispersed.

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

TO CONTRACTORS.

TETHE TANJONG PAGAR DOCK COMPANY, LIMITED. Singapore, is prepared to receive TENDERS for the Construction or Completion of a NEW GRAVING DOCK at Keppel Harbour in Singapore, of the following

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Specification. nany in Singapore:

The Company does not bind itself to accept the lowest or any Tender Tenders shall be for a cost payable in

signed, will be received up to the 28th day of February, 1903. By Order of the Directors.

Secretary, The Tanjong Pager Dock

Company, Limited. Singapore, 21st November, 1902.

The CHAIRMAN-I do not know that there

Ten hands were held up in favour of the The CHAIRMAN, amid applause, announced

dimensions, viz. :-

as shown in the Drawings and described in the

Specification, and 'Plans' of the represed Dock may be seen at the Offices of the Com-

Singapore, in Singapore currency. Scaled Tenders addressed to the under-

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Hongkong, 1st July, 1902

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yucd. 4. From Naval Yard to East Point.

and the second s			.			TO BE DESPATCHED
DESTINATION	veusel's name	PLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	10 DE DESCRIPTIONS
DEBELD SALVA						
			,			San Commission Commission (Commission Commission Commis
- and and a	BENGAL	Brit. str	· — ,	A. L. Valentini	P. & O. S. N. Co	On 20th inst., at Noon.
LONDON, &c., VI & PORTS OF CALL	Peleus	Brit. str			BUTTERFIELD & SWIRE	On 6th January.
LONDON	ANTENOR	Brit. str	**	***************	BUTTERFIELD & SWIBE	On 20th January
LONDON	TANTALUS	Brit. str			BUTTERFIELD & SWIRE	To-day
AMSTERDAM & LONDON		Brit. str	. ,	- 19-25-1	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM & LONDON	Ulyases	Brit. str.		**************************************	Butterfield & Swine	On 15th inst.
LIVERPOOL DIRECT	· ·	Brit, str		***************	BUTTERFIELD & SWIRE	On 20th January.
LIVERPOOL DIRECT	Prinsesse Marie	Dan. str		Berentzen	MELCHERS & Co	Quick despatch
MARSEILLES, HAVRE, C'HAGEN, & BALTIC PORTS		Brit, str		E. Spicer, B.N.B	P. & O. S. N. Co	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Jap. str.	" <u></u>	J. MacKenzie	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP V. S'PORE, &C.	KANAGAWA MARU	[' • • • [Duchatean	Messageries Maritimes	On 15th just., at 1 P.M.
MARSEILLES. &c., VIA PORTS OF CALL	Indus	$I = \{a_1, b_2, \dots, a_n\}$		**********	Butterfield & Swire	On 20th inst.
MARSEILLES. HAVRE, LONDON & ANTWERP	TEENKAL	Jap. str	a	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP V. S'PORE, MC.	SADO MARU		2 m.	P. Luneschloss	MELCHERS & Co. ,	To-morrow, at Noon.
RREMEN, VIA PORTS OF CALL	кілитесной	Ger. str	. 111 ث	Borck	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG	Suevia			Jaburg	l 	On 13th January.
HAVRE & HAMBURG	NURNBERG		_ 	Bahle	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE & HAMBURG	SILESIA			v. Binzer	HAMBURG-AMERIKA LINIE	On 10th February.
TAVRE & HAMBURG	WURZBURG	Ger. str		Fuchs	HAMBURG-AMERIKA LINIE	On 24th February.
TAVER & HAMBURG	C. FERD. LAEISZ	Ger, str	1 , 1	1777-11 c	GIBB, LIVINGSTON & CO	
GENOA, LONDON & ANTWERP	Веимонк		' '		Hamburg-Amerika Linie	On 31st inst.
GENOA & HAMBURG	STRASSBURG			Madsen	Decomposition to to Querry	On 22nd inst.
MAPLES, LEGHORN & LONDON	HYSON		-	Oskal	SANDER, WIELER & Co	On 18th inst P.M.
TRIESTE, &c., VIA SINGAPORE, &c	VINDOBONA		! 	Cobol		About 10th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	OBONO	Brit. str		Character and the state of the	Dodwell & Co., LD.	On 30th inst.
NEW YORK, YIA PORTS	ADRIA	Ger, str		Schaarschmidt	Hamburg-Amerika Linie Canadian Pacific R. Co	On 17th inst., at Noon.
THE WAS STUD WE SHANGHAL &C.	EMPRESS OF JAPAN	Brit. str.	2 m.			On 27th inst.,
VANCOUVER, &c., VIA. NAGASAKI, KOBE & Y'HAMA	NINGCHOW	Brit. str	#	- ++++++++++++++++++++++++++++++++++++	BUTTERFIELD & SWIEE	
VANCOUVER, VIA SHANGHAI, &c	ATHENIAN	Brit. str	2 m.		CANADIAN PACIFIC R. Co	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C		1 # . C .		T. L. Pyne	Nippon Yusen Kaisha	On 1"th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TACOMA	I Maria sala	,	A. Dixon	Dodwell & Co., Limited	On 30th inst., at 4 P.M.
VIOTORIA (B.C.) & LACOMA VIA ORFAG MANAGER DO		1		M. J. Curnow	Nippon Yusen Kaisha	
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C		1 25 1 _1_	i (%	R. P. Craven	PORTLAND & ASIATIC S.S. Co	ا میمم ا
PORTLAND, OREGON)	1 794 43 4	¶	and appear to becoming soft to		A 4 A 7 LE 3
AUSTRALIAN PORTS		Jan. str	1	E. W. Haswell	Nippon Yusen Kaisha	
AUSTRALIAN PORTS	CANTON	Brit. str	1 '	C.F.Lockstone, R.N.R.		1 A 1 T
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	· I.	1	! —	W. Townsend		On 16th inst., at Daylight.
KOBE & YOKOHAMA	TAMBA MARE		—	J. W. Wale		LINE CONTRACTOR AND A STREET
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str		A. E. Moses	: ~ 1 7	
NAGASAKI, KOBE A YOKOHAMA	LYEEMOON	[🚗 *		Th. Lehmann	Sirmsben & Co.	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	J	2 m.		BUTTERFIELD & SWIRE	~
SHANGHAL		1		C. Polack	MELCHERS & Co	1 A 1 1 1 1 1
SHANGHAI, NAGASAKI, HIOGO& YOKOHAMA	DATTADEM	775 - 4 4 - 1	ſ	F.R. Summers	P. & O. S. N. Co	
CITANCLUAT	Township programmer and the second	1 9 4 1 4 1		Pernitz	MELCHERS & Co	
CLIANCEIAT POUT ARTHUR & VLADIVOSTOCK	_ KOBBA . \	1	1 m.	T. W. Groves	OBAKA SHOSEN KAISHA	·
TANGITT VIA SWATOW & AMUI	'i fivial mvaña	1 - 3 .	•	T Saito	OBAKA SHOSEN KAISHA	
ANDING WASWATOW & AMUL	MAIDZURU MARU		' •	I. Goto	. Obaka Shosen Kaisha	
TOOLITIN VIA SWATOW & AMUX	ANPING MARCO		1 A		BUTTERFIELD & SWIRE	1 29
A MOY GAMARANG & SUUKABAIA	TENEDITATION	1 m.::		Hodgins	DOUGLAS LAPRAIK & Co	
SWATOW, AMOY & FOOCHOW	DAICHING	1		N. Tate	1 4.	About 13th inst.
MANTEA	ROSETTA REARCO,	L [] A 14 A A A A ('	R. Rodger	SHEWAN, TOMES & Co	To-morrow, at Noon.
MANITA DIRECT	ZAPIRO	Hit.str	· ķ	McArthur	GIBB. LIVINGSTON & Co	On 12th inst., at Day light.
MANITA	Fim Pitter	Brit. etr	L	R. W. Almond	SHEWAN, TOMES & CO	On 17th inst., at Noon.
BEARTLA DIDECT	: LOBL :::::::::::::::::::::::::::::::::::	1 TO 14 A	1 7 34	W. W. Cooke, R.N.R.		To-morrow, at 10 A.M.
- gtma a part PENANG, COLOMBU & BUMD為)	ILENTSIN			A. Stewart		On 11th inst., at 3 P.M.
- ANTOCOM A TOCOMO TO DEPON A NIGO AN INCLUSIONAL CONTRACTOR OF THE CONTRACTOR OF TH	. Prince to the contract of th	Brit, str.	,	Belsito	1 0 0. 130	On 13th inst., at Noon.
		Ital str		Ť	Manager Wagner W. L. rest A.	
BOMBAY, VIA SINGAPORE & COLOMBO	. BOMBAY MARU	Jap. str	<u> </u>	***************************************	-1	
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~*************************************	σεορώτο Λλί σίμα		.1			

SHIPPING.

ARRIVALS. Dec. 7. Halphong, French str., 874, Ristorcelli Haiphong 5th Dec., General,-MESSAGE-RIES MARITIMES.

Dec. 7, Toonan, Chinese str., 956, C. Blethen, Shanghai 4th Dec., General.-CHINESE. Dec. 8, CAPRI, Italian str., 2,717, G. Belsito, Singapore 1st Dec, General.—CARLOWITZ

Dec. 8, CHELTENHAM, British str., 3,471, B Brepby, Rangoon 28th November, Rice .-CHINESE. Dec. 8, EMPIRE, British str., 4,496, W. Mc-Arthur, Moji 4th Dec, General.-GIBE,

LIVINGSTON & Ca. Dec. 8, Girin, Russian str., 891, Geo. Sylywalja, Nonchwang and Chefoo 2nd Dec., Beans, and Bean Oil.—Siemssen & Co.

phong and Kwangchauwan 7th December, General,-A. R. MARTY. Dec. 8, KWANGTAH, Chinese str., from Canton. Dec. 8, NESS, British str., 1,963, W. Peart, Moji 3rd Dec., Cod.-M. B. KAISHA. Dec. 8, OSAKA, British barque, from Unnton. Dec. 8, SABINE RICKHERS, British str., 690, 4 P.M.

J. R. Nasbet, R.N.R., Balik Papan 25th Nov. and Singapore 30th, Petroleum.-ARNHOLD, KARBELG & CO. Dec. 8, TREMONT, British str., 9,606, T. W. Garlick, Moji 3rd Dec., General.-Don-

WELL & Co. LD. Dec. S. Typ., Norwegian str., from Canton. CLEARANCES.

OT THE HARBOUR MASTER'S-OFFICE. 8th December. Deramore. Norwegian str., for Moji. Palchoi, British str., for Ningpo. Robilla Maru, Japanese str., for Manila. Subine Rickmers, British str., for Canton. Sophir, Norwegian str., for Canton. Sistem, British str., for Swatow. Tingsung, British str., for Conton. Toonan, Chinese str., for Canton. Tyr. Norwegian str., for Hongay.

DEPARTURES. 7th December. HOKOKU MARU, Japanese str., for Chefoo. SHANTUNG, German s'r, for Singapore. TAILEE, German str., for Swatow.

Woosung, British str., for Canton.

8th December. DAGMAR, Norwegian str., for Amoy. DERAMORE, Norwegian str., for Moji. KACHIDATE MARU, Japanese str, for Karatza. MANUEL LLAGUNO, Amr. ship, for New York. ROMILLA MARU, Japanese str., for Manila. TAISHAN, British str., for Swatow. -Toonan, Chinese str., for Canton. WOOSUNG, British str., for Canton.

SHIPPING REPORTS. The British steamer Tremont, from Moji 3rd Dec., had moderate wind and fine weather to Formosa Channel; thence strong N.E. wind and squally weather.

The British steamer Ness, from Moji 3rd Dec., had fresh N.W. and N. winds to lat. 28 deg.; thence strong monsoon, moderating after passing Lamocks; dull rainy weather through-

The British steamer Sabine Richmers, from Balik Papan 25th Nov. and Singapore 30th, had moderate N. to N.E. breezes with continuous rain from Singapore to lat. 8 deg. N.; then moderate N.E. breezes and cloudy weather to lat. 15 deg. N.: fresh N.E. wind and moderate high sea to port.

VESSELS ON THE BERTH THE EAST ASIATIC COMPANY,

LIMITED. NOTICE.

STEAM FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS. THE Danish Steamer

"PRINSESSE MARIE," Captain Borentzon, due here about the 10th inst., will have quick despatch as above. For Freight or Passage, apply to

MELCHERS & CO., Hengkong, 2nd December, 1962.

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DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship "HAICHING,"

Captain Hodgins, will be despatched for the above ports TO-DAY, the 9th inst, at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 8th December, 1902.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAL Dec. 8, Hur, French str., 704, Godinau, Hai- (Taking Cargo at through rates to Tsingtau, CHINKIANG and HANKOW.) THE Steamship

> "LYEEMOON." Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 9th inst., at This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSSEN & CO., Agents. Hongkong, 8th December, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS). PROPOSED SAILINGS FROM HONGKONG. 1902

... About 10th Dec. ORONO" 20th Dec. CROYDON' 3rd Jan. MOGUL" 15th Jan. HINDUSTAN' MACDUFF" To follow. To follow. "SHIMOSA" For Freight and further information, apply to DODWELL & CO., LU.,

Agenta. Hongkong, 2nd December, 1902 [711 FOR SINGAPORE, PENANG AND

CALCUTTA. THE Steamship

"ARRATOON APCAR." Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 11th inst., at 3-P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD.,

Hongkong, 5th December, 1902. NAVIGAZIONE GENERALE

ITALIANA. (Florio and Rubattino United Companies.) STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Stea-

mers to Aden, Suez, Poet Said, Messina, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN. ADBIATIC, LEVANTINE and SOUTH - AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.) HE Steamship

"CAPRI." Captain Belsito, will be despatched as above on SATURDAY, the 13th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

CARLOWITZ & CO.,

Agents. Hongkong, 9th December, 1902.

and Passage, apply to

NIPPON YUSEN-KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

i	PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.
1	DESTINATIONS. SAILING DATES.
	KANAGAWA MARU MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, SATURDAY, 13th Dec. PENANG, COLOMBO and PORT at DAYLIGHT.
	TAMBÀ MABU
	KINSHIU MARU
	SADO MARU MARSEILLES, LONDON and SATURDAY, 27th Dec. S. J. G. Parsons PENANG, COLOMBO and PORT at DAYLIGHT.
	YAWATA MARU
•	EHINANO MARU
t	KUMANO MARU SYDNEY and MELBOURNE, VIA THURSDAY, 1st Jan. KUMANO MARU MANILA, THURSDAY ISLAND, at 4 P.M. E. W. Haswell MOWNSYILLE and BRISBANE
	SANUKI MARU KOBE and YOKOHAMA
)	Through Passenger Tickets issued to the Principal Cities in the Union States, Chinan
•	Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through
٠.	Passengers have the option of travelling by the Sanyo Railway.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

A. S. MIHARA, Manager.

Local Branch Office in Prince's Building First Floor, Chater Road.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons WEDNESDAY, 17th Dec. R.M.S. "ATHENIAN" 3.882 Tons..... WEDNESDAY, 31st Dec. R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons WEDNESDAY, 14th Jan. R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons..... WEDNESDAY, 11th Feb. 4,425 Tons..... WEDNESDAY, 25th Feb. 6.00) Tops..... WEDNESDAY, 11th Mar. RMS. "EMPRESS OF JAPAN" ... 3,882 Tous...... WEDNESDAY, 18th Mar. 6,000 Tous...... WEDNESDAY, 1st April R.M.S. "EMPRESS OF INDIA" ... 6,000 Tous WEDNESDAY, 22nd April 4,425 Tons..... WEDNESDAY. 6th May R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons...... WEDNESDAY, 18th May 3,882 Tons...... WEDNESDAY, 27th May R.M.S. "ATHENIAN"

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS (" TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest sward for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN. General Agent, Pedder Street.

GERMAN MAIL. LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLAC S IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES.

STEAMERS. 10th December. KIAUTSCHOU... 7th Jan., 1903. KONIG ALBERT 2 st Jan., 1903. PRINZESS IRENE 4th Feb., 1903 DARMSTADT ... 18th Feb., 1903. · KARLSRUHE ... 4th Mar., 1903 PREUSSEN 18th Mar. 1903. HAMBURG. lst April, 1903. PRINZ HEINRICH 15th April, 1903. SACHSEN ... 29th April, 1903. WEDNESDA * KIAUTSCHOU ... 13th May, 1903. BAYERN ... WEDNESDAY 27th May, 1913. KONIG ALBERT * Steamers of the Hamburg-Amerika Linie. | † Calling at Amsterdam.

N WEDNESDAY, the 10th day of December, 1902, at Noon, the Steamship "KIAU-TSCHOU." of the HAMBURG-AMERIKA LINIE. Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 8th December, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 9th December, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 9th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong. 29th November, 1902.

ORIENTA

STEAM NAVIGATION COMPANY.

and BOMBAY MARSEILLES, SHANGHAI Noon, 11th Freight or Passage. E. Spicer, R.N.B. December ANTWERP YUKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)

(BALLAARAT About 19th } Freight or Passage. SHANGHAI F. R. Summers December PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH WITHOUT TRANSHIPMENT For further Particulars, apply to E. A. HEWETT.

Hongkong, 9th December, 1902.

BOSTON STEAMSHIP COMPANY. COMPANY. TOW-BOAT

PROPOSED SAILINGS FROM HONGKONG,

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH PACIFIC RAILWAY COMPANY.

ter the management of the partitioner.		
W. Townsend BOMBAY, VIA SINGAPORE and FRIDAY, 2nd Jan.	the state of the s	
BOMBAY MARU BOMBAY. VIA SINGAPORE and FRIDAY, 2nd JAM.	Cantain. Tons. Sailing Date.	
	The state of the s	
Through Passenger Tickets issued to the Principal Cities in the United States, Canada	the state of the s	
Through Passenger Tickets 1981180 to the Crincipal Cities in the Stanmond		•
大,一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	f 1 , which is the first of $f 1$, which is $f 1$, which is the first of $f 1$, $f 1$, $f 2$, $f 3$, $f 1$, $f 3$, $f 4$, $f 1$, $f 3$, $f 4$, $f 1$, $f 3$, $f 4$, $f 1$, $f 3$, $f 4$, f	
the Europe. In Comment of the Property of Koha let and 2nd Class through	2 811 December 17th	
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through	TACOMA A. Dixon 2,811 December 17th	
TO A TO THE TAX A SECURITY IN THE SECURITY OF		
Passengers have the option of the Companys	* TREMONT 3,502 January Srd	
Passengers have the option of traveling by the Sabyo Ivalinary. For further information as to Freight, Passage, Sailings, &c., app'y at the Company's	VICTORIA J. Panion 3,502 January 3rd	
Local Branch Office in Prince's Building First Floor, Chater Road.		
LICENT DIRECT OMICS IN L'AIMCOS DIMINANO	【】 "我们的一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就会一个人,我们就会会会会会,我们就会一个人,我们就会会会会会会,我	

Steamers marked have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United State and Canada. For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkeng, 15th November 1992.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM. COPENHAGEN LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. SAILING DATES DESTINATIONS. STEAMERS.

Capt. Borck (Calling at Singapere and Colombo) } NEW YORK, VIA PORTS On 30th Dec. Freight. ADKIA Schaarschmidt GENOA and HAMBURG On 31st Dec. Freight. STRASSBURG (Calling at Bingapore and Penang) ...) Capt. Madren VURNBERG tapt. Jaburg (Calling at Singapore and Penang) ... 3 27th Capt. Bahle Capt. v. Binzer FERD. LAEISZ ... (HAVRE and HAMBURG On 24th Feb. Freight. Capt. Fuchs (Calling at Singapore and Penang) ...)

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

DULMANT PERE & FILE, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS. WEGENER & CO., Sole Agents. Hongkong, 17th May, 1295.

COREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT-LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSEN & CO Hongkong, 14th February, 1901.

LIMITED.

FOR		TO SAIL.
SHANGHAI	† "WHAMPOA"	On 11th December.
AMOY, SAMARANG and SOURABAYA	"KWEIYANG"	On 15th December.
CORT DARWIN, THURSDAY)		
ISLAND, COOKTOWN, CAIRNS, (TOWNSVILLE, BRISBANE,	· + S "CHINGPH"	On 20th December
TOWNSVILLE. BRISBANE, (+3 OIIIIGIO	On Even Decompor.
SYDNEY and MELBOURNE J		
* The attention of Passengers is direct	ted to the superior acc	ommodation offered by these

steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangteze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. § See Special Advertisement.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE. AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE PORTLAND, OREGON

AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE CAPTAIN TO SAIL ON STEAMBHIP R. P. Craven December 20, 1902 "INDRASAMHA" W. C. Craven January "INDRAVELLI"...... A. E. Hollingsworth February 14, 1903 Through Hills of Lading issued to Pacific Coast Points and all Eastern, Canadian an United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 9th December, 1902.

HONGKONG-MANILA.



Honokong, 8th December, 1902.

Highest Class, newest, fastest and most luxurious Steamers between Honekong and Manils. Saloon amidships, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for THE Russian Steamer comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO RUBI DIAMANTE PERLA	2540 2540 1980 1980	R. Rodger R. W. Almond A. H. Notley J. McGinty	Manila Direct. do.	10th Dec., at Noon. 17th Dec., at Noon.

For Freight or Passage, apply to

Hongkong, 4th December, 1902.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS LEAVING 2 SUNDAY, 14th TAMSUI, VIA SWATOW ____ "DAIGI MARU" December. T. W. GROVKS SUNDAY, 21st " DAIJIN MARU" TAMSUL VIA SWATOW December. ${}^{-1}\mathbf{T}_{r}$ Oga $\mathbf{T}_{\mathbf{A}^{-1}}$ AND AMOY WEDNESDAY, 10th "MAIDZURU MARU" ANPING, VIA SWATOW T. SAITO December. AND AMOY "ANPING MARU". WEDNESDAY, 17th FOOCHOW, VIA SWATOWS December. I. Goro The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided

for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at

Tamsui to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtsze 'River Ports, as well as for North China Ports, in connection with the Nippon Yasen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at ITHE Undersigned GENERAL AGENTS No. 2, Des Voeux Road Central. T. ARIMA, Manager. Hongkong, 9th December, 1902.

SON TAAVID CORSAR & MERCHANT NAVY NAVY BOILED CANVAS. LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.

Sole Agents.

PIOL8STEEL A Remedy for all irrodularistes. uperseding Bitter Apple, Tennyroyel, 242 Cochie, Ja

Fold by 4. S. WATSON & CO., L. T., HONGKONG, Proprieto. MARTIN. Chemist, SOUTHAMPTUN. EMILAND "BEN" LINE OF STEAMERS,

FOR GENOA, LONDON AND ANTWERP. THE Steamship " BENMOHR." Captain Wallace, will be despatched as above

on or about the 10th December. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 26th November, 1902.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR MANILA. ITHE Steamship

EMPIRE." Captain McArthur, will be despatched as above on FitIDAY, the 12th inst, at DAYLIGHT. This NEW Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stowardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGS FON & CO.,

Hongkong, 9th December, 1902.



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.) REGULAR SERVICE BETWEEN HONGKONG AND MANILASIN

48 HOURS. THE Company's well-known Steamship

"ROSETTA MARU." 3.876 Tons, Captain N. Tate, will be despatched for MANILA. on SATURDAY, the 13th inst. at Noon. To be followed by the "ROHILLA MARU,"

on or about the 19th instant. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

 $oldsymbol{\Delta}$ gents. Prince's Buildings, Ice House Street. Hongkong, 9th December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, PONDICHERRY, MADRA CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 15th December, 1902, at-1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M.,

Specie and Parcels until 3 P.M., on the 14th December. (Parcels are not to be sont on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd December, 1902. THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOCK.

"KOREA." Captain Pernitz, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch. For Freight or Passage, apply to

MELCHERS & CO. Hongkong, 27th November, 1902.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN. SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red Sea, BLACK SEA, LEVANT, VENICE and ADRIATIC

"VINDOBONA," Captain Cobol, will be despatched as above on THURSDAY, the 18th December, P.M. 4 This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For information us to Passage and Freight,

THE Company's Steamship

SANDER. WIELER & CO., Agents, Princes' Buildings. Hongkong, 29th November, 1902.

NATAL LINE OF STEAMERS.

in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Inpo-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTEA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

podwell & co., Limited, General Agents for China and Japan. Hongkong, 4th August, 1897.

ME PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRALIEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR HATAVIA, PERSIAN GULF. CONTINUNTAL,

AMERICAN AND SOUTH AFRICAN PORTS. HILE Steamship "BENGAL." Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th December, at NOON. taking passengers and cargo for the above

Silk and Valuables, all carge for France, and Tea for London (under arrangement) will be ing direct to Murseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment. Parcels will be received at this Office until

4 P.M. the day before cailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 8th December, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS. Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS. "CHINGTU" ... leaves on 29th December. "TAIYUAN" ... " " 20th January. " 16th February. "CHANGSHA" " 7th March. Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS

CHINA NAVIGATION Co., LD. Hongkong, 8th December, 1902.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LD.

ONSIGNEES per Company's Steamer

· "PELEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned; in both cases it will lie at Consigness' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd December, 1902. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI," FROM ANTWERP, LONDON AND STRAITS. MONSIGNEES of Cargo are hereby in-

of formed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 1 th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th December, 1902.

NOTICE TO CONSIGNEES.

TITHE P. & U. S. N. Co.'s Steamer

"VALETTA."

FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

From London, &c., ex s.s. Himalaya From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

5 P.M., To-DAY, the 5th inst. Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. 'All Claims must be presented. within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods bave left the Godowns.

E. A. HEWETT. Superintendent. Hongkong, 5th December, 1902.

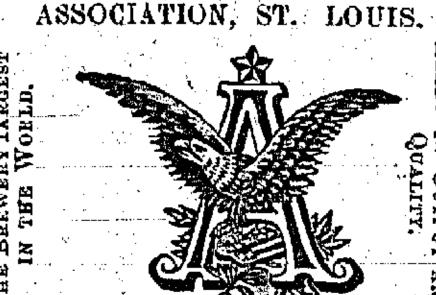
NOT RESPONSIBLE FOR DEBTS.

TEITHER the CAPTAIN, the AGENTS, nor tue Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:-DAYLIGHT, British 4 m. barque, James Reade. -Standard Oil Co.

LOTHAIR, Italian barque, A. M. Schiaffine.-OSAKA, British barque, Anderson.—Order.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES. OF UNIVERSAL POPULARITY. ANHEUSER"BUSCH BREWING



This Beer is browed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any torm. The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively spark-

F. BLACKHEAD & CO.,

Sole Agents. Hongkong, 25th July, 1902.

ling, and perfectly pure.

A. LING & CO., 68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE. FASHIO ABLE CENTRE ARPETS ELECTRO-PLATE, LIQUOR FRAMES, and FOOCHOW LACQUERED WARE. Hongkong, 31st Cotober, 1902,

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES

CHINA-AND JAPAN

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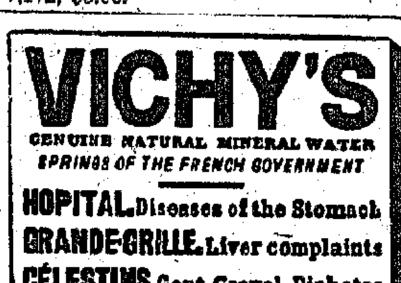
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CONTENTS. The Code contains 800 pages of 75,000 ciphers: 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.
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LIEBER CODE CO., 2 & 4, Stone Street, New York; 20, Bucklersbury, London, E.C. Hongkong, 25th November, 1901.

POST OFF	ICE NOTICES	
The Konig Albert, with the German Mail of the 6th inst. at 1 p.m., and may be expected here on The Gallie, with the American Mail of the inst., at daylight, and may be expected here on or	or about Thursday, the	te 11th instant.
The state of the s	ILL CLOSE.	
FOR	PKR	DATE
Canton	Hankow	Tuesday, 9th, 7.30 A.M.
Swatow, Amoy and Foochow	Rajaburi	Tuesday, 9th, 800 a.m.
Saigon Singapore, Sourabaya and Samarang	Annacella	
Macao	Heungshan	Tuesday, 9th, 1.15 P.M.
ShanghaiNagasaki and Kobo	Kwangtah	Tuesday, 9th, 2.00 P.M. Tuesday, 9th, 3.00 P.M.
		Tuesday, 9th, 3.00 P.M.
Namtao Shanghai Amoy and Manila	Lycemoon	
Shanghai	Норвану полити	Tuesday, 9th, 3.00 P.M.
Swatow, Amoy and Acping	Maidzuru Maru Powan	·
Moji	Ness	Tuesday, 9th, 5.00 P.M.
Singapore, Penang, Colombo and Bomboy Manila	Tientsin	/
415.644.444.444.444.444.444.444.444.444.44		Wednesday, 10th,
		Printed Matter and sam- ples10.00 A.M.
EUROPE, &c., India via Tuticoria,	Kiautschou	Registration . 10.00 A.M.
Postage 10 cents)		(Registration, with late fee of 10 cents, up to
		10.45 A.M.)
Kobe	Andrie Rickmers	Letters
Singapore	Shanghai	Thursday, 11th, 11.00 A.M.
Haiphong Singapore, Penang and Calcutta	Haiphong	Thursday, 11th, Noon Thursday, 11th, 2.00 P.M.
Shanghai	Whampoa	Thursday, 11th, 4.00 P.M.
Singapore, Penang and Bombay	Capri	Saturday, 13th, 3.00 p.m. Saturday, 13th,
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,		Printed Matter and sam- ples 10.00 A.M.
Honolulu and San Francisco	Korea	Registration 10.00 A.M.
fixed for departure of the mail. Extra		fee of 10 cents, up to
Postage 10 cents)		10.45 A.M.)
		Letters 10.00 A.M. Monday, 15tb,
		Printed matter and sam-
EUROPE. &c., India via Tuticoria	T	Plea 10.00 A.M. Registration10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra) Postage 10 cents)	Indus	(Registration, with late
		fee of 10 cents, up to 10.45 A.M.)
Amoy, Samarang and Sourabaya	Ti anai wawa	Letters11.00 A.M. Monday, 15th; 4.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria,	Kweiyang	Tuesday, 16th, 3.00 P.M.
B.C., and Seattle	Rubi	Wednesday, 17th, 10.00 A.M.
***************************************	20001	Wednesday, 17th,
SHANOHAI, NAGASAKI, KODE. YOKOHAMA,		Printed matter and sam- ples10.00 A.M.
YICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time }	Empress of Japan	Registration10.00 A.M.
fixed for departure of the mail. Extra	Trimbiese of Acetain	(Registration, with late
Postage 10 cents)		10.45 д.н.)
Strai's, Colombo and Bombay	Vindobona	Thursday, 18th, 1.00 p.m.
	- []	Saturday, 20th,
EUROPE, &c., India via Tuticoriu		Printed matter and sam- ples 10.00 A.M.
Postage 10 cents)	Bengal	Kegistration., 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.		(Registration, with late fee of 10 cents, up to
Extra Postage 10 cents)		10.45 A.M.)
Port Durwin, Thursday Island, Cooktown,	,	Letters,11.00 A.M.
Caups, Townsville, Brisbane, Sydney and }	Chingtu	Monday, 29th, 3.09 P.M.
Melbourne	Athania	Wadmindon Di-4 71 AG
torm and Vancouver, B.C.	Athenian	Wednesday, 31st, 11.00 A.M.
TO-DAY.	THE CA	NADIAN MAIL.
Janet Waldorf Co., Theatre Royal, 9 p.m. TO-MORROW.	The C.P.R. steam	ner Empress of China left.
Sale, Curios, Sales Rooms, Mr. V. I. Remedios,	via the usuak ports o	tiust., p.m., for Hongkong, of call.
2.30 p.m. Hongkong Regatts.	MEBCHA	NT STEAMERS. er Tuntalus left Shanghai
	on the 6th inst., am	., for Hongkong via Amoy,
COMMERCIAL.	and is expected here	to-day, p.m. Boat Co.'s steamer Lyra
CLOSING QUOTATIONS.	left Vladivostock on	the 10th ult.
8th December.		opack left Si_gapore -
Tolographic Transfer	12th inst.	7 7 7 7 7 7

	CLOSING QUOTATIONS.
	- 8th December.
	UN LORDON.—
	Tolographic Transfer
	Bank Bills, on demand
	Bank Bills, at 30 days' sight1/7
-	Bank Bills, at 4 months' sight1,73
	Credits, at 4 months sight
	Doonmentary Bills, 4 months sightly 714
	OR PARIS.—
	Bank Bills, on demand
	Credits, at 4 months' sight 2 025
	ON GERMANY:-
٠	On demand
	On New York
	Bank Bills, on demand38}
	Credit . 60 days sight39
	On Bombay.—
	Telographic Transfer
	Bank, on demand
	ON CALCUTTA.
	Tolographic Transfer1174
	Bank, on demand
	ON SHANGHAL
	Bank, at sight
	Private, 30 days' sight
	The Contract A Maria
	On demand
	Our Rivers
	On demand † p.c. dis
	On domand p.c. di
	TI- PARAVIA -
	On Jemand
	Ox Hairhong.—
	On demandl.p.c.p.
	the Silver
	On demand
	DN BANGKOK.—
	Cn demandnomical
	> vereigns, Bank's Buying Rate\$12.62
	2 ARKEIGES DAMES DAMES TORIO " SUSTEEN

Sth December. Odotations are: Allow'ce net. to I catty. figling NewS1(00) to \$1030 per picul Malwa Older\$1040 to \$1070 Malwa Older\$1080 to \$1100 P. F'per-wrapped ... Persian fine quality \$760 Persian extra fine... — per chest. Benares New\$9921 to Benares Old

E Silver, per oz.224

to a D LEAF, 100 fine, per tael

THE INDIAN MAIL. The steamer Lightning, from Calcutta, left Singapore for this port on the 3rd inst., p.m. THE GERMAN MAILS. The Imperial German mail steamer Kiautechou left. Shanghai on the 6th inst. at 11 p.m.,

and may be expected here to day, at 6 a.m. The Imperial German mail steamer Konig Allert left Singapore on the 6th inst., at 2 p.m., and may be expected here on the 11th inst., at THE AMERICAN MAIL.

The O. & O. steamer Gaelic left Yokohama for this port yesterday morning, via Inland Sea, &c.

The P. & A. steamer Indrasamha left Kobe on the 5th inst. a.m., for this port, via Moji, and

The O.S.S. steamer Tydeus left Singapore on the 8th ingt., and is expected here on the The steamer Sandakan left Sandakan via Manila, on the 4th inst., p.m., for this port. The Boston Tow Boat Co.'s steamer Hyades

is expected here on or about the 12th inst.

arrived at Muroran on the 28th plt. -The "Barber" Line steamer Hindustan left New York on the 1st Oct. for Hongkong, China and Japan. The Barbor Line steamer Shimosa left New York on the 26th Oct. for Hongkong

The C.P.R. steamer Athenian left Vancouver on the 18th ult., a.m., for Hongkong via the usual ports of call. The N.P. steamer Victoria left Victoria for Yokohama on the 21st ult.

STEAMERS PASSED THE CANAL. Outward.-7th Oct.-Prinsesse Marie. 24th-Hindustan, 31st-llysess. 4th Nov.-Nurnberg. 11th-Silesia (Aust). 14th-Merionetheline, Oppack, Breconshire. 18th | C. D. Januer | 4 p. - Canton, Konis Albert. 24th-Tamba Maru, Tydeus, 25th-Benlawers, Indrani, Claverdon. 28th-Caledonien, Ningchow, Nemuro 6a Antenor. 2nd Dec .- Prinzess Irene, Manilo, Hakodatu ... Ambria. 5th-Glengyle, Telemachile, St. Tokyo Hugo, Wurzburg, Sanuki Maru, Lothian. HOMEWARD.-4th July-Queensland. 11th-Sumatra. 16th-Ajax. 26th Aug.-Sar- Kagoshima pedon. 5th Sept .- Bombay, Hondear, Indrawoodi. 7th-Seneca. 31st Oct.-Glenfurg. 7th Nov.—Afton. 11th—Glenesk, Hillg!en. Ishigasijima 14th-Nippon 25th-Lass. 28th-Renlarig, Glengarry, 2nd Dec, -Socotra, Inaba Maru. 5th-Sachsen, Achilles, Silvit.

ARRIVALS AT HOME.—July 7th—Japan. 8th. -Maristow, Flandria, Glancus, 15th-Ixion. 16th-Austria. 1st Aug. - Sucvia. 12th-Prinz Heinricky 15th-Formosa. Alsoy 16th - Marie Valerie, Yama. 23rd-Silesia Hongkong. 10 a. German 1. 26th - Polynesien. 30th -- Brae- Victia Feah mar, Kenlynere, Radnorshire. 7th Oct .--Spithead, 10th-Pisa. 14th-Benvoirlich. 1.th Bencleuch. 21st-Atholt, Bengloc, China, C. Ferd, Laciez, 22nd-Banca, 24th -Glenturret, 28th -Aphrodite, Dardanus, Hakata Maru, Pakling, Lennox. 31st--Munchen. 1st Nov .- Ccylon. 4th - Seneca. 7th-Oceanien, Prometheus: Benalder, Pyrrhus. 11th-Indramayo. P. R. Luitpold, Diomed. Ava Mort. 18th-Bamberg. Satsuma, Salazie. 24th-Glenroy, Reathburn, Preussen, Afridi: 25th-Kamakura Maru. 26th—Candia. 2nd Dec.—Nestor, Freiburg. 5th Ernest Simons, Glenshiel, Hamburg,

PASSENGERS. ARRIVED. Per Capri, from Singapore, Mr. R. Meraboff. Por Haiphong, from Haiphong, Mr. de Montilli and Sister Takamassi.

Machaon.

and Mr. Sandford.

JOINT-STOCK SHAERS

Hongkong, 8th December. PAID UP. COMPANY. Quotitions. Banks-Hongkong & S'h ii ... \$125 \ \$650, buyors L'dou ±02. 59. Natl. Bank of China A. Shares 23 \$27, sellors B. Smarca o≥i, seilers Foun. Shares... £1 Siv. Bollors Hell's Aspessos E. A., Æi þi, ouyera Campbell, Meore & Co. China-nomeo Co., Ld. \$15 \$Zo. China Light and \$20 \$15, sellers - Power Co., ad. ... j China Prov. L. & M \$10 \$94. Lilina Sugar \$100 4bb; sollers Cigar Companies— Amambra, I.I. \$500 \$500, buyers Philippin. Tobacco cou \$40, soilers Trust Co., Ld.,... Cotton Mills-Ewo Tls. 100 Tis. 40. international Tis. 75 Tis. O. latou Kung Blow ... Tls. 100 /Tis. 40. Mongaong \$10 \$174, eales Dairy carm \$6 \$12, actions Ferwick & Co., Geo .. \$25 \$50. Green laudla Coment. \$40 \$2, buyers H. & C. Bakery miner Juu Die, Bounts Liu oldu, bayers mongaong & C. Gua. \$10 \$13.10, suges Hongkong Electric ₽0 VU.Uu. H. H. L. Tramways . \$100 | \$540, 🖦 ar. Steam Water-\$7 384, buyers bout Co. Ld. Hongkong Hotel \$50 \$141, Hongkong Ice \$20 9240. ¥50 \$80, sales & sel. mongkong Hopo...... \$50 \$120, Bollors ы. ж. W. Doog пвигансе---\$50 \$1071, sales & sel. Canton.,,,,,,,,,, Carna Fire \$20 | ¢Bu, selicra Comma Traders' \$23 Dov. Bales Hongkong Firs \$50 \$845, seliera Aorta Cama £25 Ts. 1774, sales straics..... \$20 \$1, nom.nat Union \$50 |\$400, sales & b Yangtaze 300 \$133, buyers. and and Building— Hongkong Land inv \$100 .\$183, buyers Humphreys Estate. \$10 \$1.4, senera Kowloon Land & #. West Point Building 530 531, buyers \$50 \$52, buyers Luzon Sugar \$100 \$15, seriers Manila Invest. Co. Ld. 550 |\$12**6**. Mining-Chargonnages Fcs. 250 \$600, sellers 35 \$14, sellers \$10 \$24, buyers Punjom Do. Protoronos ... S1 \$1, sellers Raubs 13/10 \$0\$, buyers New Amoy Dock

Criente Rotel, Manufa \$50 \$40, sellers Powell, Ld. ..., \$10 391, buyers kobinson Pusno Co., Ld. \$50 \$50, nominal cteamship Coys.— \$50 \$20, sellers China and Manila. \$15 nominal 850 142, mles Douglas Steamship \$15 \$37, sellers H. Canton and al... £10 \$91, buya • indo-China S. N. a neuTransport and £1 £1·15. Trums Co..... \$10 , \$23, sellers Star Ferry \$5 } \$13. Tebrau Planting Co... 33 nominal United Assestor - ??.... 😘 🗱 🐉 buyers Do. \$10 \$100. niversal Trading \$20 \$19, nominal \$10 \$71, buyers Watkins, Ld

310 314 sales ex div Watson & Co., A. S. ...

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THE WEATHER. Mrs. Fawcett CHINA COAST MATEUROLOGICAL. A.P.D. REGISTER, 7th DECEMBER, P.M. Mrs. Ferrier Mr.A. Finke Mr. Andrew Forbes M1. & Mrs. E. F. Gros

STATION. | हैं Nemuro Harodata ... Kocm.,... Заминкі ... NE 4 Kagoshana Osmma ishigakijuma | Taihoku ... 1 p. Taichu Tainan Kosnun Lescaciones 47 1 77 NW 3 CV utzlaif 📗 33.14 63 67 NE 1 C Amoy 2.30 p 60 - NNE 1 o 70 - 0 .80 30.02 84 75 NNE 1 0 Hongkong ... 4 p. Viola Peau - ENA 2 -- NE 4 -Cap Hoes 01 - NNW 2 0 THUM. Haiphong ... Manth Mainte 3 p. Bacotod Hollo Sth DECEMBER, A.M. Valdivostok , 7a

29.84 | 54 | 71 | w | 1 | e - - - N 0 b
20.82 S6 - E 1 b
20.82 S1 - N 3 b 30.14 | 15 | 93 | - 10 | b - | sw | 2 | -Kochi NW 4 --Nagasaki - sk 2 -- NE 4 -29,97 Taman! 85 N B cm Pescadores Gutzlalf ... 9 n. 48 80.90 30.13 67 | S7 NW 2 og Sharp Peak 6.30a 30.16 63 83 NE 1 C 22nd—Polyphoneut. 26th—Gisela. 9th Sept. Swatuw 9 a. 30.13 57 91 N 1 or 3008 67 78 ENG 1 0 შ0. წ — Gap Rock ... -- NE 4 ---Macao Haiphong ... Malate 9a.

> On the 8th at noon.—The barometer has risen quickly over E. Japan, fallon slightly on the China coust.
>
> Pressure is highest over Central China and relatively low over the N. part of the China Sea and the Pacific to the Sk. Strong monsoon in the Formosa Channel and N. part of the

Onlug Sen. Forecast: -- Fresh NE: winds ; dull, some min. MESSES. FALCONER & Co.'s REGISTER, 8th Dec. Sarometer 9a.m...30.00 Therm. 9a.m. (Wetbulb) 08 Barometer 1p.m., 20.94 Therm 1 p.m. (Wat bulb) 63 Barometer 4P.M. 29.92 Therm. 4P.M. (Wet bulb /63 Thermom. 9 A.M... 67 Therm. Maximum.......67 Per Empire. from Moji, Capt. and Mrs. Green | Thermom. 1 P.M ... 60 Therm. Minimum over Thermom 4 P.M. .. 66 , night.

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